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Monday April 7<sup>th</sup> 1856. P.M. hard gales  
and heavy squalls from N.W. to S.W.,  
lying under a close reefed main top sail and  
springs. heading S. Eastward raised a ship off  
our weather beam lying to on the same tack  
A.M. the gale abated a little. the above named  
ship off our lee quarter. latter the wind veered  
to the westward. got up on fore top sail and  
commenced repairing it. Lat. Est. 41. 45. S  
Long Est. 179. 30 W.

Tuesday April 8<sup>th</sup> P.M. Moderate gales  
the watch employed in repairing fore top sail  
at 3. the above named ship, having made sail came  
with and passed us to windward about a cables  
length. her name the Oriental. Judged her to be an  
Emigrant ship. the wind hauled to N.N.W. Shook out  
the reefs from main top, set fore sail, Close reefed Mizzen  
top sail and Gib. A.M. finished repairing and bent fore  
top sail, unbent fore sail and bent another  
and commenced repairing the fore top sail  
which we we had unbent. Made all  
sail latter breeze freshening headed S.W. by W.  
Lat. obs. 42. 27 S  
Long. obs. 179. 20. E

Wednesday April 9<sup>th</sup> 1856 P.M. Commenced  
with fresh breezes from N.W. by W. increasing  
tending S.W. by W. watch employed repairing  
fore top sail. at 3. took in main top G. sail.  
and double reefed the fore top sail. at 5  
double reefed the main. and took in main  
sail. at 7. took in fore and Mizzen top  
Sails and Jib. turned up the W.T.B. Boats.  
A.M. fresh gales and an unusually high  
irregular sea on. latter a little more moderate  
set double reefed fore and mizzen top sails and  
Jib. wind hauling a little to the westward.

Thursday April 10<sup>th</sup> P.M. Fresh gales and  
a hazy atmosphere. wind hauls to S.W. and  
S. at 3. wore ship to the westward. A.M.  
the wind hauls back to the westward. at 6. Tacked  
ship to the Southward. Mudd all sail.  
latter fresh breezes and a high sea. Lat. obs. 43. 09 S  
Long. obs. 178. 09 E

Friday April 11<sup>th</sup> P.M. Fresh breezes and  
pleasant from W.S.W. at Sun. Set saw a  
Right Whale to the windward fining. did  
not lower as it was near dark and  
somewhat rough. at 12 wore to the westward  
the breeze falls to nearly calm. latter a light air from  
S.W. hudda S.W. by W. Lat. obs. 43. 49. Long. obs. 176. 30



Saturday April 12<sup>th</sup> 1856. P.M. Moderate  
buzes from N. Westward Steering S.W. by N. all  
sail. Lt. watch variously employed. put down  
some sheathing forward where it has worn out.  
Saw a top-sail Schooner to windward Steering  
N. Eastward. A.M. light airs from the N. Westward  
and a hazy atmosphere. Lat. obs. 44. 23 S.  
Long. obs. 175. 10 E.

Sunday April 13<sup>th</sup> P.M. Moderate buzzes  
and hazy from N.N.W. to N.W. Steering N.W. by W.  
all sail. the watch variously employed. A.M.  
light buzzes at 3.30 heard whales Spouting  
off our lee beam. which were supposed to be ~~right~~  
Sperm Whales. Lat. obs. 45. 01 S.  
Long. obs. 173. 20 E.

Monday April 14<sup>th</sup> P.M. light buzzes from  
the Northward Steering by the wind to the  
Westward. at 5.30 Shortened sail to a double reefed  
main top sail & fore sail. At 5. A.M. Saw a  
light to the Westward. at 6. the wind shifts to the  
Southward and comes on fresh gales. at 7. wore to the  
Westward set double reefed fore and mizzen  
top sails. latter the breeze falls. set the Jib.  
Lat. obs. 45. 15 S. Long. Est. 172. 30 E.



Tuesday April 15.<sup>th</sup> 1856. P.M. light breezes  
from S. & S.E. and lowy weather. at 6.  
wore ship to the N. eastward. took in fore and  
mizzen top sails & Jib. at 12. wore to the  
Eastward wind to the Northward. latter A.M. foggy.  
wind from N.E. to E.N.E. and N.N.E. at 3. raised  
~~a right whale to windward. fog being light a little.~~  
~~lowered three Boats and chased him some three~~  
~~miles to windward.~~ Lat. Est. 45. 10 E. Long. Est. 173. 10

Wednesday April 16.<sup>th</sup> P.M. light breezes  
from E.N.E. to N.N.E. at 3. the fog light a little  
set double reefed fore & mizzen top sails. raised  
a right whale and lowered three Boats and  
chased him some three miles to windward. the  
fog shut in again. Came on board. at 6. Shortened  
sail heading N.W. A.M. Calm. with some light  
flaws of wind from the Northward and some fog.  
Lat. obs. 45. 05 Long. obs. 172. 50

Thursday April 17.<sup>th</sup> P.M. light winds from the  
Northward. heading to the Westward. at 3. 15 raised  
a Sperm Whale to the leeward, <sup>dist. about 1/4 mile</sup> and bore up for him.  
at 4. lowered. Struck and Killed a large  
whale. Land in sight to the westward. took the  
whale along side at dusk and took in sail.  
got up our cutting jacks and rove them. A.M.



light air from the Northward inclining to Calm.  
T. 7 Commenced cutting. got his head off and body  
in. Lat. obs. 45.06 Long. Est 172.30

Friday, April 18<sup>th</sup> P.M. light air commencing  
at N.N.E. commenced to cut in the head. at 1 raised  
Sperm Whales off the lee bow. going quick to the  
Eastward. did not lower. at 2<sup>30</sup> raised a whale  
about a mile <sup>and a half</sup> towardward. lowered three Boats  
but he seemed to understand traverse better than  
we did. while off in the Boats raised more whales  
to leeward. and pulled for them. but did not  
get up to them. Came on board finished cutting in  
the head. Land in sight to the Westward. wore  
to the Eastward the wind having shifted to the  
S. Eastward. A.M. light air from S.E. - E and  
round to N. at 2<sup>30</sup> noon to the Westward. latter  
Calm. Employed in Boiling Cutting up Junk &c. &c.  
Lat. obs. 44.45 Long. obs. 172.51 E.

Saturday, April 19<sup>th</sup> P.M. light air from N.N.E.  
heading to the Eastward. until 6 wore to the N.W.  
Employed in Boiling. A.M. Comes on fresh gales  
at 7. Saw whales to windward. and going  
to windward. did not ascertain what they were  
made sail to double reefed top sails and Jib. wore to  
the Eastward. Land in sight to the Westward. dist about  
2 Leagues. latter took in four mizen top sails & Jib. Lat. Est. 44.  
Long. Est. 173.

Sunday April 20. 1856. P.M. Fresh gales  
from the Northward. and foggy. Heaved  
to the Eastward. under Double reefed Main top Sail  
& fore Sail. Employed in boiling. at 11. finished  
at 12. moved to the Westward and hauled the  
Main top Sail aback. at 7. Set Double reefed fore &  
Mizzen top sails & Pil. latter the breeze increased  
took in Sail. the weather lowry. Lat. Est. 44.35  
Long. Est. 173.00

Monday April 21. P.M. fresh gales and  
lowry from the Northward. heading to the Westward  
Banks Peninsula in sight N. Dist. about 12  
Leagues. at 5.30 hauled main top Sail aback  
at 9. took in fore Sail. A.M. lowry the breeze fresh  
& calm. and at 7. Sprung up a breeze from the Eastward  
thence S. by E. under Double reefed topsails & fore Sail Lat. Est. 44.44  
Long. Est. 172.45.

Tuesday April 22. P.M. lowry weather with  
some rain. wind from E. N. E. to N. headed S. by E.  
till 5.30 Shortened sail and headed to the Eastward.  
A.M. Continued thick lowry weather with some  
rain. wind light and variable inclining to Calm.  
Lat. Est. 45.05  
Long. Est. 173.00



Wednesday, April 23. 1856. P.M. light breeze  
from from the westward, which falls to a calm.  
at 5. Shortened sail. at 7 took a breeze from  
the Northward, headed to the westward, with main  
top sail aback. A.M. the wind comes out from  
the S.Westward and blows a fresh gale for a few hours  
and falls away to nearly calm, latter comes on fresh gales  
from the N.Westward. all hands employed in stowing down  
sail. Double reefed the top sails, headed to the west-  
ward. Lat. obs. 45.30 Long. obs. 173.25.

Thursday, April 24. P.M. fresh gales  
and a high sea from N.Westward heading to the  
westward. Employed in stowing down oil, took in fore  
and Mizzen top sails. at 7. Close reefed the main top  
sail & took in fore sail. A.M. the wind shifts  
to the S.Westward and comes on hard gales  
at 7.30 more to the westward and set fore Spruce.

Lat. obs. 45.23 Long. obs. 173.10  
Friday, April 25. P.M. hard gales from S.W.  
to S. heading to the westward. A.M. the gale abates and the wind  
blows to E. and round to N. latter fresh gales from N.W. & N.N.W.  
heading to the westward. under double reefed top sails  
& fore sail. the watch variously employed, the  
Cooper, repairing Rls. of Lat. obs. 44.59 Long. obs. 172.45 E.

Saturday April 26. 1856 P.M. light breezes  
from the Northward. heading to the westward Land  
in sight to the westward. and to the Northward. the  
watch variously employed. the Cooper. repairing Boats.  
at 5.30 Shortened sail. A.M. light air from the  
Southward wore to the westward. at 8.30 raised  
Sperm Whales. quite in the horizon. bore windward  
at 9. lowered three Boats and started for them.  
at 11.30 got up to the whales and gallooed them.  
Continued Chasing and working traverse. to get  
up them. but without success. Lat. obs. 44.44  
Long. Est. 173.00

Sunday April 27. P.M. light breezes and  
pleasant from S.E.-E. and N.E. & N. Boats still  
off after whales. being some of the time about 12  
Miles from the ship at 3.30 after working  
various kinds of traverse finally succeeded in  
hooking on to a fellow. took him along side  
at 4.30 having been absent from the ship nearly  
8 hours. took in sail. Banks Peninsula in sight  
to the Northward. A.M. Continuing moderate breezes  
and pleasant from the Northward at 7. Commenced  
cutting the whale at 12 got his head off and body in.  
saw sperm whales to windward a long dist. off. latter  
raised a sail to windward. Lat. obs. 44.58 Long. obs. 172.56



Monday April 28<sup>th</sup> 1856. P.M. light airs from  
the northward took in the whale's Head, wore  
ship to the westward and commenced boiling.  
the afore mentioned sail off our weather Bow.  
during S. westward. a Bark. Saw sperm Whales  
in the Northward. a long dist. off. at 6 Shortened  
sail. A.M. light airs and pleasant from N.W.E.  
at 11. tacked ship to the Eastward. Bark's Peninsula  
N. dist. about 13. Leagues. Lat obs. 44. 39 S  
Long. obs. 173. 00 E

Tuesday April 29<sup>th</sup> P.M. light breezes  
and a hazy atmosphere headed E. Southwesterly  
employed in Boiling. at 5. Shortened sail. and  
hauled by the wind E. at 11. wore to the westward.  
light breezes. A.M. fresh breezes from the northward.  
at 7.30 kept away S.W. by W. latter all hands em-  
ployed in boiling out and stowing oil. finished  
boiling. Lat. obs. 44. 59 Long. Est. 173.00 E

Wednesday April 29<sup>th</sup> P.M. at 2. comes  
fresh gale. Shortened sail to a double reefed Main  
top sail & fore sail. Employed in stowing down oil  
at 4. Close reefed the Main top sail and took in  
the fore sail. A.M. the gale abates. latter Employed  
in stowing down oil. Lat. obs. 45. 10. Long. Est. 172.45  
Land is sighted. westward. at 12 wore to the Eastward.



Thursday May 1<sup>st</sup> 1856. P.M. light air  
from the Northward inclining to calm. Employed  
in stowing down oil. finished stowing off the fore Peak  
at 5. Shortened sail. at 12 wore to the westward.  
A.M. light breeze from the Northward. heading to  
the westward. till 10. wore to the Eastward. a little  
before 12 raised a sail off our lee bow. Land  
in sight to westward. Lat. obs. 45. 04 S

Friday May 2<sup>d</sup>. Long. obs. 172. 48 E  
~~Thursday~~ May 2<sup>d</sup>. First of P.M. light breeze  
from the Northward headed to the Eastward  
the above mentioned sail under our lee  
her maneuvers. Somewhat mysterious. A Ship with  
Painted Ports. reefed top Sails, No main sail,  
but a fly set out. when first seen she was  
steering S. Westward. when a little abaft our lee  
beam. She wore round. and hauled by the wind  
a short time. then <sup>run</sup> off, and luffed to, - ran off again.  
She seemed to be steering on about 20. different  
Points of Compass. but made no signals of any kind.  
at 5. the Ship to the westward. and round to S. and  
comes on fresh gales. Shortened sail to a close reefed  
main top sail. A.M. the gale abates. at 5. the above  
manned Ship passed about three miles to windward. on  
the opposite tack. latter saw her to leeward. Lat. obs. 44. 59  
Long. est 173. 10

Saturday May 3. 1856. P.M. light breezes from  
the Southward. heading westward. at 2.30 raised sperm  
whales quite in the horizon. to the leeward. bore up  
for them. at 3.30 lowered but did not get up to them  
at 5.30 Shortened Sail to double reefed top sails & fore  
sail. the breeze falls to a calm. at 3 A.M.  
brought up a breeze from the westward. at 9 tacked  
to the Southward. Banks Peninsula in sight to the  
Northward. at 10.30 raised sperm whales off the  
bow going quick to windward. at 11.30 lowered  
for whales to the leeward. but galled them. without  
doing anything more. Lat. Est. 44.50 S

Long. est. 172.50 E  
Sunday May 4<sup>th</sup> P.M. fresh breezes from  
the N. and N.W. Boats off chasing whales till  
3. when they returned on board. the whales all  
out of sight to windward. but one, and he bound to  
get them soon. at 5. Shortened Sail to double reefed  
top sails. A.M. Commenced strong gales and rain.  
at 6.30 wore ship to the westward. and took in  
sail to a close reefed main top sail & fore sail. the  
weather lowering with some rain. Lat. Est. 45.10 S  
Long. Est. 173.20 W.



Monday May 5. 1856. P.M. fresh gales and lowry  
from the Southward. heading to the Southward under a close  
ruffed main top sail fore sail. A.M. the gale abates a  
little. Lat. Est. 44. 45.  
Long. Est. 173. 00

Tuesday May 6. P.M. Moderate gales from the  
Southward. heading to the westward. Set double ruffed top sail  
at 5. wore to S. Eastward. Bank Peninsula N. by W. dist. about  
12 Leagues. A.M. Moderate gales from the Southward  
at 8. wore to the westward. Lat. obs. 44. 48  
Long. obs. 173. 18

Wednesday May 7. P.M. Moderate breezes  
and some lowry lowry. Bank Peninsula in sight  
to the northward. the breeze falls to a calm. A.M. light  
airs from the northward. inclining to Calm. the watch  
employed breaking out fore Hold &c &c. Lat. obs. 44. 34 S  
Long. Est. 173. 00 E.

Thursday May 8. P.M. light airs from the Northward.  
inclining to Calm. heading S. by W. at 5. Double ruffed the  
fore & mizzen top sails. A.M. light airs from the northward  
heading to the Westward. Lat. Est. 44. 50 S  
Long. Est. 173. 00

Friday May 9. P.M. light airs from S. Eastward  
heading S. by W. until 5. Shortened sail and hauled to the wind  
to the westward. wind hauled to S. Eastward at 9. kept the ship away  
N. by W. A.M. Continuous light air.  
Saw some Humpbacked. Lat. obs. 44. 59 Long. Est. 172. 40



Saturday May 10<sup>th</sup> 1856. P.M. light breezes from the N. Eastward  
Leading S. W. W. Land in sight to the westward. at 4. raised  
Sperm Whales to the leeward and bore up for them. at 4.30 lowered  
two Boats. at 5. got fast. and lowered the fourth Boat. at 8 took  
the whale along side. and Shortened Sail. A.M. Continued  
light breezes. at 7. Commenced cutting. Lat. Est. 45. 05 S.

Long. Est. 172. 45 E.

Sunday May 11<sup>th</sup> P.M. Commenced with light breezes from  
the Northward finished cutting the whale. Land in sight  
to the westward. at 6 Comes on fresh gales. and lowering.  
at 9. wore to the Eastward. Commenced Boiling. A.M.  
light winds & Calms. at 8. raised Sperm Whales  
at 8.30 lowered Stunk and killed a large whale. took  
him along 11.30.

Lat. Obs. 44. 54 S.

Long. Est. 173. 00 E.

Monday May 12<sup>th</sup> P.M. Commenced with light airs  
(saw a <sup>Ship</sup> standing to Southward  
from S. Eastward. Commenced cutting the whale  
at 6. boarded with the second tackle. and Slacked  
down the pice. the whale sinking heavy. the pice  
coming torn off from Head. and let that down rather  
out of reach. at 9. lashed down the pice and  
took the tackles out. Strong breezes and a bad Sea on.  
saw the Above mentioned Ship with a light S. S. E. & S. E.  
windward. A.M. the breeze falls away to nearly Calm. at 8  
got the whale hauled. top water. and commenced trying to Cut.  
Succeeded in getting the Head off and Boiling. the above

Ship to windward to the windward saw her Boats down  
after whales. Lat. obs. 44.56 S Long. est. 173.00 E.  
Tuesday May 13. P.M. Commenced with light  
breezes and pleasant from N. Eastward. took in the  
Tank and set the Case on end and commenced to bail.  
found the Case had somehow escaped. took in the head  
Skin. and recommenced boiling. Strong breezes. the above  
named Ship Manoeuvring. Some of the time with signals  
flying from all Mast heads. at 5. the Shortland said  
about 2. Miles astern. of us. the breeze gradually falls  
to a Calm. A.M. light breezes from the N. westward  
heading to the westward. all hands employed, boiling  
setting up Shooks, the last Case of Short ones. Lat. obs. 44.56  
Long. obs. 172.45

Wednesday May 14. P.M. Commenced with light  
airs from the N. westward. which falls to a Calm. all hands  
employed. Boiling & Stowing down oil. at 4. took a light  
air from the Southward. headed to the Eastward. Bent  
Peninsula N. dist. about 15. Leagues. at 11. went to the  
S. westward. wind S.E. A.M. nearly Calm.  
all hands employed in boiling out and stowing  
down oil. Lat. Est. 44.30 Long. Est. 173.00

Thursday May 15. P.M. Calm. all hands  
employed in stowing down oil. at 1. A.M.  
took a breeze from N. Eastward. Steered S. W. by S.  
at 8. the wind shifts to N. N. and. Comes on strong breeze



1856.

After all hands Employed in boiling out, Setting up  
hooks, & Stowing Down oil. Set up the last of our  
short Shooks. Lat. obs. 44. 36. Long. Est. 172. 50 E.

Friday May 16<sup>th</sup> P.M. Commences with strong breezes  
from Westward. hauling to N. & N. Eastward. and falling  
to a Calm. at 9. finished boiling. A.M. Continues nearly  
calm. all hands. Employed in cooping & Stowing Down  
oil. Lat. obs. 44. 21. Long. Est. 173. 30. E.

Saturday May 17. P.M. Commences with light  
airs from Westward. heading S. by S. Employed in  
cooping and Stowing down oil. At 5. the wind shifts  
to the Southward. and comes fresh gales with rain.  
took in fore & Mizzen top sails & Double reefed the main.  
headed C. S. E. Banks Peninsula N.W. by W. Dist. about

9 Leagues. A.M. the gale abates. and the wind hauls  
back to the Westward and N.W. lowry weather with  
a sharp irregular sea on. at 9. raised Sperm Whales  
at 9. 30. lowered. got up to one and darted against  
him. but did not fasten. Comes on fresh gales and  
rain. Came on board. whales were going Westward  
but turned back to N. Westward. Banks Peninsula  
to the Westward. and Land in Sight to the Northward  
at 11. After the breeze lulls. Employed in Cooping  
and Stowing down oil. Lat. obs. 44. 04. S  
Long. Est. 174. 00 E.

Sunday May 18<sup>th</sup> 1856. P.M. Commenced  
with moderate gales from N.W. at 3. wore  
the N. westward whales in sight in that direction  
at 5. the wind shifts to the S.W. and comes on hard  
gales took in fore & Mizzen top Sails. at 5.30 took  
in fore Sail & close reefed the Main. finished  
stowing down. at 8. turned up the S. Boat. Hauld  
and Hauld Lynalls. Split the Main Spinnaker and  
fore top Mast Stay Sail all to rags. and badly  
shattered the fore Spinnaker. A.M. the gale abated  
somewhat. At 12. raised Land. Bank's Beacon  
bearing W. Dist. about 8. Leagues. Lat. obs. 44.04

Monday May 19<sup>th</sup> P.M. Commenced with moderate  
gales from the Southward hauling to the westward  
and falling. Set fore Sail, shook one reef out of the  
Main top Sail. and cut new fore top Mast Stay  
Sail. at 12. wore ship to the westward wind N.  
westward. at 4. A.M. the wind hauled back to the  
S.W. and S.W. at 7. wore to the westward. latter  
moderate breezes. and hazy weather. all hands  
employed. cooping meat, breaking out water and  
undry other jobs. Lat. obs. 43.40.  
Long. Est. 173.20 E



Tuesday May 20<sup>th</sup> 1856. P.M. light breeze from  
the Eastward. heading S. Westward all hands vainly  
employed. at 5 Shortened sail to South reefed top sails, and hauled  
the Southward. at 9. Comes on fresh gales took in fore  
and Mizzen top sails & closed reefed the Main. at 12.  
took in fore sail and turned up W. & B. Boats  
strong gales and squally from the Southward with  
rain. A.M. wind hauls to the westward & heads  
to the Southward. Bank Peninsula in sight to the  
westward Dist. about 12 Leagues. Lat. obs. 43.41.  
Long. Est. 173.35.

Wednesday May 21<sup>st</sup>. P.M. fresh gales from  
the westward heading to the Southward. A.M. the gale  
increases at 2 the wind hauls to S.S.W. and soon  
rises to a hard gale. latter had the B. Boats which  
was turned up. Stow. and the Bull works on  
the S. side abreast of the fore rigging slightly Stow  
rove new fore top mast stay sail & aliards. and  
set the Ends hard gales & harder squalls. Lat. est 43.  
Long. Est. 175.

Thursday May 22<sup>d</sup>. P.M. hard gales from  
S.S.W. and harder squalls with some hail.  
A.M. Continuous hard gales. Lat. Est. 43.40  
Long. Est. 175.

Friday May 23. 1856. P.M. the gale abated  
somewhat. Still lying with 3 tanks. under a close  
reefed main top sail & fore top Mast. Stay sail. head  
S.E. A.M. Continuous fresh gales and squally  
at 8. wore to the westward. set fore sail and let one  
reef out the main top sail. raised a sail off our lee  
bow. heading to the westward. Lat. est. 43.00  
Long est. 176.30

Saturday May 24. P.M. fresh gales and  
squally from S.W. to S. at 2 close reefed the  
main top sail. the above named ship passed to  
windward about 1/2 a league dist. with signal  
white & blue. vertically. A.M. Continuous  
fresh gales and squally. from S.W. at 7. raised  
Land ahead. the lookers on. wore to the S.E.  
and furled the fore sail. one of the truss bands  
on the fore yard. fell down. the bolt having worked  
out. and lost overboard. Lat. obs. 42.12 S  
Long obs. 175.00

Sunday May 25. P.M. fresh gales and  
squally from S.W. at 2. set close reefed mizzen  
top sail & fore sail. having got the band round  
the fore yard. and old ring bolt through. and the band  
lashed together. A.M. Continuous fresh gales & squally  
at 8. wore to the westward. Lat. obs. 42.30  
Long. est. 175.30



Monday May 26<sup>th</sup> 1856. P.M. fresh gales and  
irregularly from S. to S.E. Steering by L. tack galloped. Set the  
rib. and double rufed fore Mizzen top sails. at 9. wore  
the Eastward. At 3. A.M. wore to S.W. latter continuing  
fresh gales and squally wind hauling to S.E. Steered  
W. by S. Lat. obs. 42.52. Long. obs. 174.45 E.

Tuesday May 27<sup>th</sup> P.M. fresh gales and some  
squalls from S.E. Steering S.W. by S. under double rufed  
top sails. At 7. A.M. raised Land, Bank's  
minutela. off our lee bow dist. about 5 Leagues. latter  
five light squalls of rain. Steered S. by E. the minutela  
four le quarters. Lat. Est. 44.15 Long. Est. 173.

Wednesday May 28<sup>th</sup> P.M. light breezes and  
some cloudy from the Eastward. at 3. was spoken by  
the Ship Milo, Soule, <sup>N. B. Jefferson</sup> 7 Months out 600. lbs sperm  
of whale oil. Middle part light airs inclining  
calm. latter light breezes from the Eastward  
steering Southward the Milo. in Company. Lat. 44.30  
Long. Est. 173.

Thursday May 29<sup>th</sup> P.M. light breezes from  
the Eastward heading to the Eastward. the Milo in Com-  
pany. at 5 Shortened sail to double rufed top sails. A.M. nearly  
calm. latter the watch variously employed -  
the Milo in sight. Lat. obs. 45.12  
set on a new fore sail and bandit. Long Est. 173. 20  
and a new main spruce.

Friday May 30<sup>th</sup> 1856. P.M. light airs from N.E.  
round to N. and N.W. W. + W.S.W. headed S. westward  
the Mils in sight to the N. westward. at 2 raised ~~and~~  
another sail to the S. eastward. at 5 Shortened Sail  
A.M. the wind hauls to Southward and comes fresh  
gales with rain. headed to the westward.

Lat. Est. 45.00 Long. Est. 172.50

Saturday May 31<sup>st</sup> P.M. fresh gales from the  
Southward heading to the westward under <sup>a</sup> South reef  
main top sail & fore sail. Saw a sail astern.  
A.M. light breezes from the Southward & S. westward  
headed to the westward. the weather, mostly  
thick & cloudy. Lat. obs. 44.50 Long. est. 172.40

Sunday June 1<sup>st</sup> First of P.M. light  
breezes from the westward heading N. westward  
at 3. wore to the S. westward. at 4 the wind  
hauled to S.W. and comes fresh gales. Close reef  
the main top sail. A.M. Continuous hard  
gales from S.S.W. to S.W. latter saw a Brig to the  
windward on the opposite tack. Lat. Est. 44.40  
Long. Est. 174.20

May 2<sup>d</sup> P.M. fresh gales and squalls from  
S.W. heading S.E. under a close reef a main  
top sail & fore sail. at 12. wore ship to the westward  
A.M. continuous fresh gales. at 8. raised the Mils off  
over weather gale. Lat. Est. 44.50



Tuesday June 3<sup>rd</sup> 1856. P.M. moderate gales from  
the Southwest falling. At 6.30 Communicated with the Mills.  
Capt Soule came on board. at 8.30 wore Ship  
S.Eastward. light airs. At 7.30 wore to the west-  
ward. the Mills under our lee. raised a Brig to windward  
sailing to the westward. Lat. obs. 44.22 S.  
Long. obs. 174.09 E.

Wednesday June 4<sup>th</sup> P.M. light airs from  
the Southward heading to the westward. at 4. wore  
the S.Eastward. Communicated with the Mills and  
got two Boat loads of wood. and let her have  $\frac{1}{2}$  a  
ton of Potatoes. at 5 Shortened Sail. to double reefed  
top Sails. the breeze falls to a calm. latter A.M.  
light airs from the Eastward Strove S.W. two  
Mills in sight. the Mills off the lee beam and the Brig  
off the lee bow. Lat. obs. 44.11 Long. obs. 174.08 E.

Thursday June 5<sup>th</sup> P.M. light airs from E.  
to E.N.E. Strove S.W. the above named Sails in sight  
but did not see Peninsula in sight. W. Dist. about 10  
leagues. Carried all Sail through the night. at 7.30  
raised sperm whales off our lee bow. going quick  
the S.W. lowered and chased. but without success.  
the Mills boats down also. Lat. obs. 44.57  
and one of them got up to the Long. obs. 173.10  
saw whale twice and started  
fire without getting shot.

Friday June 6<sup>th</sup> 1856 P.M. light breeze from  
S. Eastward. at 2.30. returned on board and  
won to the Eastward. the Mills Standing to the westward  
after two other boats Chasing a large Whale. her other  
two had been Chasing in the opposite direction. with  
two of our boats after the School. one of the boats called  
along side. and we dumped in a pan of Bread, butter  
& Cheese, as the probability was that she would have  
a long pull before reaching the Mills. which with  
the two <sup>other</sup> boats were standing away, and already a  
long dist. off. at 2.30 lost sight of the Mills. and  
the Boats that were in chase of her. at 5 South ruffled  
the top sails and won to N. S.W. at 2 A.M. hauled by the  
wind with main top sail aback. at 7 <sup>heading to the northward</sup> macker sail and  
bore up. N. by S. latter light air and thick weather with  
a little rain Lat. Est. 44.56 Long. Est. 172.40 E  
Saturday June 7<sup>th</sup> P.M. light air from <sup>the</sup> Northward  
which fell to a Calm. at 2 raised the Mills to the Northward  
heading Eastward. at 4. took a fresh breeze from S.E.  
attended with rain and thick fog. Shortened Sea's  
heading S.E. at 12. won to the Westward. At 7 A.M.  
Set fore & ruffled top sails & Pil. the Ship Mills  
off our lee beam. latter fresh gale but gradually falling  
Lat. obs. 44.49 Long. obs. 172.40 E



Sunday June 8<sup>th</sup> 1856. P.M. Moderate gales from  
S.W. <sup>at 4.30 wore to S.E.</sup> falling. at 10. the breeze Ceants to S.W. and S.W.  
beating S.E. & S. A.M. Corruson fresh gales. At 8 took  
fore and Mizzen top sails & <sup>at 11.30 wore to S.E.</sup> ~~the~~ headed up S.E.  
Lat. obs. 45.14 Long. Est. 174.00

Monday June 9<sup>th</sup> P.M. fresh gales from S.W.  
& S.W. being under a double reefed main top & fore sail  
beating S.E. to S.E. at 4.30 wore to the westward  
and close reefed the main top sail. A.M. the gale  
bates a little. at 8. Set Close reefed fore and mizzen  
top sails & double reefed main. Lowry weather with  
some rain. headed W. Lat. obs. 44.46 Long. obs. 172.30 E

Tuesday June 10<sup>th</sup> P.M. Moderate gales and lowry  
from S.W. at 4.30 wore ship to S.E. under double reefed  
top sails. Land in sight to the westward. A.M. Strong breeze  
from S.W. by W. Lat. obs. 45.10 Long. obs. 172.55 E

Wednesday June 11<sup>th</sup> P.M. Fresh gales and  
high sea from S.W. at 4.30 wore ship to the  
westward took in fore top sail. and close reefed the main  
and mizzen. <sup>at 12. wore to S.E.</sup> the breeze falls to nearly a calm. latter  
A.M. Strong breeze from S.W. at 8 wore to the westward  
under double reefed top sails. Saw one hump  
Back. Lat. obs. 45.07 Long. obs. 173.15

Thursday June 12<sup>th</sup> 1856. First of P.M. Moderate  
breeze from S.W. to W. falling. heading N.N.W. to  
S.N.W. at 4.30 wore ship to the Southward. light air  
inclining to calm. latter A.M. fresh breeze from  
W to N.N.W. heading S.W. Lat obs. 44.10 Long. 173.2.

Friday June 13<sup>th</sup> P.M. light air from the  
westward heading N. westward at 4.30 Shortened  
sail. Middle part calm. latter part light  
air from the N. westward Banks Peninsula  
N. Dist. about 16. leagues. Lat obs. 44.52 Long. 173.10

Saturday June 14<sup>th</sup> P.M. light air from  
the N. eastward Banks Peninsula N. Dist. about  
20 leagues at 4.30 Shortened sail. Saw a sail bearing  
N.N.W. Middle part light air from the Northward  
at 9. hauled Main top sail aback. latter light breeze  
and lowly with some rain wind N.N.E. Steered W.  
and W.S.W. at 10. raised a sail to the westward  
Banks in sight. N.W. Lat est. 44.40 Long. est. 173.20

Sunday June 15<sup>th</sup> P.M. lowly with rain. wind  
from the Northward & N. eastward Steered W.S.W.  
until 4.30 Shortened sail and hauled by  
the wind S.E. the breeze falls to a Calm.  
At 6. A.M. took a breeze from S.W. which  
soon freshens to a gale at 8. went S.S.E.

Lat obs. 45.00 Long. est. 173.00



Monday June 16<sup>th</sup> 1856. P.M. fresh gales  
and breeze with some rain. lying under a close  
ruffled main top sail & fore sail heading S.E.  
tasks. Middle part light air inclining to calm.  
A.M. light air from N.N.W. at 8. went to  
S.W. Lat. obs. 45.08 Long. obs. 173.10 E.

Tuesday June 17<sup>th</sup> P.M. light air from  
N.W. which falls to a calm. at 8. took a light  
breeze from the Eastward. Steered N. under double  
rified top sails. At 3. A.M. hauled by the wind  
with main top sail aback heading S. Eastward, wind  
Eastward. latter comes on fresh gales with rain  
took in fore & Mizzen top sails. Lat. Est. 45.00

Wednesday June 18<sup>th</sup> P.M. commences  
with fresh gales and breeze from the Eastward which  
falls to a calm. at 3. took a breeze from the Northward  
at fore & Mizzen top sails. at 7 the wind shifts to the  
N.S.W. and comes on fresh gales. and 9 close reefed the  
main top sail. at 12. took in the fore sail. latter A.M.  
the gale abates. Somewhat set top sails. wind N.W.  
heading S. Lat. obs. 45.48 Long. obs. 173.00 E

Thursday June 19<sup>th</sup> First of A.M. light air  
from N.S.W. won to N.W. the breeze falls gradually to a  
calm. at 4.30 shortened sail. A.M. comes on fresh  
gales from the Westward. Steered by latter double reefed the top sails.  
shortened the fore reef, and split fore top sail. Lat. obs. 45.55

Friday June 20.<sup>th</sup> 1856. P.M. fresh gales from  
N.W. & S.W. at 2. Close reefed the ~~main~~<sup>main</sup> top sail heading  
to the westward. Middle part light baffling winds and  
calms. latter fresh gales from the S. westward heading  
to the westward. Sent down fore top sail and commenced  
repairing it. Land in sight ahead and off the lee bow.

Lat. Est. 45. Long. 172.

Saturday June 21.<sup>st</sup> P.M. light airs from  
various points of compass succeeded by calms. Land in  
sight to the westward Dist. about 6 Leagues. finished repairing  
and sent fore top sail. Middle and latter part  
alternate calms and light airs from various  
points of compass. Land Dist. about 5 leagues. Lat. Est. 45.

Sunday June 22.<sup>d</sup> P.M. Calms. and light transients  
flaws. From various points. finished repairing B. Boat which  
had been stove on the rocks a few days previous. Middle  
part calm. latter A.M. light airs from the Northward,  
heading to the westward in for the Land. Lat. 44.33.

Monday June 23.<sup>d</sup> P.M. light airs from the  
Northward heading in for the Land. at 4.30 lashed  
to the eastward. Land Dist. about 1/2 League. at 12 were in  
shore. A.M. the breeze fell to a calm. at 12 M.  
Land Dist. about 2 leagues. Saw one House on shore  
sounded and found bottom at 18 faths.

Lat. Est. 44.30



Tuesday 24<sup>th</sup> 1856. P.M. at 2. took a light  
air from N. Eastward. and headed off. Land Dist. about  
miles. two fires on the beach. at 4.30. Doubled reefed  
the top sails. Middle part the breeze hauls to N.N.W.  
reached N.E. at 2 A.M. the breeze falls to a Calm.

Atter light airs from the Northward. Bank's in  
sight N.N.E. Dist. about 10 Leagues. Lat. obs. 44.27 S.

Wednesday June 25<sup>th</sup> P.M. light airs  
from the Northward inclining to Calm. Middle  
part Calm. latter light transient flaws.

Thursday June 26<sup>th</sup> Calms. and light  
transient flaws. from various points. Bank's  
Peninsula Dist. about 8 Leagues. N.E.

Friday June 27<sup>th</sup> P.M. Calm. A.M. light  
airs from various points. Bank's Dist. about  
5 Leagues N.N.E. one sail in sight to the Eastward.

Saturday June 28<sup>th</sup> P.M. a light air from  
the Southward inclining to Calm. the above named  
sail (A top sail Schooner) to the Eastward heading to the  
Northward in for the Land. Middle and latter part  
Calm, and a thick fog. at 12 the fog lighted a little  
Saw the Land the Peninsula. Dist. about 4 leagues.  
Saw ~~a~~ a sail. Supposed for same that was in  
sight last evening. Lat obs. 44.10

<sup>stuck for</sup>  
Sunday June 29<sup>th</sup> 1856 P.M. At 2 took a light  
air from N.E. at 4 tacked to S.E. at 11. wore  
to N. westward. the breeze fell to a calm. latter  
continuous Calm. Akawa Heads Dist. about 5 leagues

Monday June 30<sup>th</sup> First of P.M. Calm. at 3 to  
a light breeze from the N. westward. which hauls  
to the westward. at 7 took a fresh breeze from  
S.W. Steered N. by E. at 8 double reefed the fore  
and Mizzen top sails. and hauled main  
top sail aback. the wind hauls gradually to  
S. Eastward and falls away. latter light  
breezes from the westward. heading N.W.  
in for the Land. heading to the leeward of Akawa  
At 11. bore up N. for Pigeon Bay.

Tuesday July 1<sup>st</sup> First of P.M. <sup>a</sup> fresh  
breeze from the Northward heading to the  
Northward. raised a sail ahead. at 2. the  
breeze fell away to a Calm.



#1856

Friday July 25<sup>th</sup> At 10.30 A.M. weighed anchor and stood out Pigeon Bay with a light breeze from the westward.

Saturday July 26<sup>th</sup> P.M. Moderate breezes and levy from W. southerly steering along the land S. Eastward at 5 Shortened Sail to Double reefed topsails. Middle and latter Sqrally at 12. wore to the westward. at 8 A.M. wore to the southward wind westward. Banks to the westward. Lat obs 44.01

Sunday July 27<sup>th</sup> P.M. Moderate gales and squally from the southward. at 9 wore to westward, Curica Sail. A.M. Calm. and a heavy swell Banks W. N.W. Dist. about 30 miles. Lat obs 43.48

Monday July 28<sup>th</sup> P.M. light airs from N. Eastward steering S.W. to N. S.W. the breeze falls to Calm. A.M. Continues Calm. Banks N.W. Dist. about 4 Leagues! Small craft in sight. Lat 44.00

Tuesday July 29<sup>th</sup> P.M. light airs from the N. westward steering working up for the land. A.M. light airs from the westward at 8. the Ship lying off Akaroa heads, lowered two Boats and sent them shore to look for Whales. Saw a small Sloop coming in to Akaroa Bay at 11.30 the Boat returned on board having seen nothing. Continued working to the westward.

Wednesday July 30.<sup>th</sup> 1856. P.M. light air  
from S.W. to S.E. Stood along the land to the west  
of Brake Bay. at 4 hauled by the wind S.W. at 5  
Doubled up the top sails Lane Dist. about 2 leagues.  
the breeze fell to a calm. at 1 A.M. took a light air  
from the Northward. at 3. wore to S.W. the breeze falls  
gradually to a calm. at 7.30 lowered two Boats and  
went in to the beach to look for whales. latter continued  
light transient flows & Calms. A long ground swell  
heaving the ship in toward the shore which was Dist.  
at 12 M. about 2 $\frac{1}{2}$  or 3 Miles.

Thursday July 31.<sup>st</sup> First of P.M. Calm at 0.30.  
the Boat returned to the ship had <sup>seen</sup> no whales have  
been within hail of the shore and conversed with one  
of the settlers who informed us that there had been but  
one whale seen about here since the first part of June.  
at 2.20 it being calm. and the swell heaving the  
ship in towards the shore, and having tried towing  
with three Boats with no effect. we cast anchor  
in eleven fathrs. and lay until 3.30 when taken  
a light breeze from the shore we took our anchor  
and stood out S. Eastward. at 5 took in fore  
top <sup>by</sup> sail and <sup>replied</sup> Doubled the fore & Mizzen top sails. A.M. the  
breeze freshens. at 7.30 wore to the N.W. at 11. Spoke  
the Mole just out of Akaroa. Lane Dist. about 4 Leagues.  
Lat. at 12 M. 44.13 S.



Friday Aug. 1<sup>st</sup> 1856. P.M. fresh gales from  
the Northward in Company with the Mills. at 4 raised  
mains of large Sprm. Whales close aboard, hove  
down the Mills and chased but did not get up  
with them returned on board the Mills and spent  
the night - her Chief Officer being on board the  
Mt. Holliston. headed to the Eastward through  
the night under a double reefed main top sail & fore sail.  
At 7.30 A.M. wore to the westward Lat. Est. 45.00

Saturday Aug. 2<sup>d</sup>. P.M. Moderate gales and  
cloudy from the Northward steering to the westward  
in Company with the Mills. at 5 wore ship to  
the Eastward. under double reefed top Sails.

At 12. wore to the westward. latter A.M. Moderate breezes  
from the Northward heading to the westward the Mills  
to wearward. Lat. obs. 44.47 Long. obs. 172.58 E.

Sunday Aug. 3<sup>d</sup>. First of P.M. nearly Calm. at 8. took  
2 light breeze from N.N.E. steered S. Eastward under double  
reefed top sails & fore sail. A.M. Comes on fresh gales  
at 7.30 wore to the westward. latter lowry.

Lat Est. 45.00 S.

Monday Aug. 4<sup>th</sup>. P.M. fresh gales from the northward  
at 2.30 was spoken by the Mills. Capt Soule came on  
board and spent the night. took in fore & mizzen top Sails, headed  
to the Eastward. A.M. thick lowry weather the Mills in Company.  
wired hauls to the N.E.

Tuesday Aug. 5<sup>th</sup> 1856. P.M. thick fog. wind  
N.E. at 3.30 wore to N.N.W. Capt. Soule. returned on  
board. A.M. Continuous Moderate gales and thick low  
weather from the Eastward heading to the Northward.  
under a double reefed Main top sail & fore sail. Lat. Est. 44.3

Wednesday Aug. 6<sup>th</sup> P.M. thick weather wind still  
hangs to the Eastward. at 8.30 wore to S.E. the Milo with  
our lie. A.M. Continuous thick low weather. the  
wind increasing. at 9 wore to the Northward. the  
Milo under our lie. went on board for a gam

Thursday Aug. 7<sup>th</sup> P.M. fresh gales and  
lowry from the Eastward. heading to the Northward  
under double reefed top sails & fore sail. the Milo  
in company at 4. wore to the S. Eastward. A.M.  
Continuous much the same. Lat. Est. 46.37 S  
Long. Est. 174.23

Friday Aug. 8<sup>th</sup> Continuous fresh gales and  
lowry from the Eastward lying under double  
reefed Main top sail & fore sail the Milo in  
company. wore to the Northward. Lat. Est. 45.52

Saturday Aug. 9<sup>th</sup> First of P.M. fresh gales  
and lowry from the Eastward. at 4 wore to Southward  
the Milo in company. A.M. Moderate & foggy  
at 8 wore to the Northward and set double reefed  
fore & mizzen top sails. the Milo in company.



Sunday Aug. 10<sup>th</sup> 1856. P.M. light breeze and  
foggy from the Eastward. heading to the Northward  
W. returned on board after a three days  
run. the breeze falls to a calm. A.M. light air's  
from S. Westward. wore to N.W. thick lowy weather  
to the N.W. to leeward. Lat. obs. 45.46. Long. obs. 174.10 E.

Monday Aug. 11<sup>th</sup> P.M. light breeze and lowy  
from the Westward. heading N. Westward at 5. Shortened  
hail the N.W. to leeward. the breeze falls to a calm.  
A.M. a light breeze from E. S. E. with rain  
and thick weather. at 7.30 wore to N.E. at 12  
M. raised a sail on the weather bow. Lat. est. 45.20

Tuesday Aug. 12<sup>th</sup> P.M. lowy weather with  
rain wind from E. S. E. to S. S. E. Steered by Starboard  
board. at 2 was spoken by the N.W. at 5. Close  
up the top Sails. headed to the Eastward through  
the night. At 7.30 A.M. bore up N. by W. the  
N.W. in Company. At 12. went on board of her.  
Lat. est. 44.46

Wednesday Aug. 13<sup>th</sup> P.M. fresh breeze  
from the Southward steering to the Northward  
the N.W. in Company. At 5. Dull & up the  
top Sails and Steered N. At 8. A.M. returned from  
on board the N.W. and bore away N.W. Dray.  
M. Steering N. Eastward  
about 1/2 light. Lat obs. 43.04 Long. obs. 176.35 E

Thursday Aug. 14. 1856. P.M. light breeze  
from S.E. Hurling S.W. by W. 1/2 W. at 5 took in main  
top & sail & hauled up the fore & Mizzen top sails. Hurling  
N.W. A.M. the wind hauled to N.E. at Day light  
made the Land, Cape Paliser bearing N.N.E. distant  
about 6 Leagues. Cape Terraville just in sight N.W. by W.  
At 12 M. were up abreast of Wellington Harbor. Saw a  
Schooner beating in

Friday Aug. 15. P.M. light air from N.N.E. to E.  
heading in for Cooks. Straits at 4 passed Cape Terraville  
hauled up N.W. Saw a Schooner to leeward. Hurling in for  
Cloudy Bay. at 4.30 hauled by the wind heading N. by  
Kapoti Island on our weather Bow. the breeze falls to  
calm. At 8. A.M. left the Ship off S.E. of Kapoti and  
landed on the Main a little below Waikanai. at 9  
took a light air from S.Eastward. headed to the Northward  
into the passage between Kapoti & Waikanai.

Saturday Aug. 16. At 1. returned on board.  
a light air from the Southward Hurling through  
between the Island & main. at 5. lowered a Boat and  
went on board a Small Coasting vessel just out  
of Otaki. at 8. took a fresh breeze from N.Eastward  
Hurling N.W. latter A.M. the wind hauled to N.N.  
thick foggy weather with some rain Cape Egmont in  
sight to the Northward



Sunday Aug. 17<sup>th</sup> 1856. P.M. fresh gales from  
N.E. increasing, thick and lowering with rain. at 2-  
30 double reefed the top sails, took in Jib & Main sail  
at 4.30 took in fore & Mizzen top sails, wind  
shifts to N. and falls away to a calm. A.M. light  
air from N.W. to N.N.W. Stowed by L. tacks.

Lat. obs. 39.33. Long. obs. 173.15 E.  
Monday Aug. 18<sup>th</sup> P.M. light breeze from N. westward  
turning by L. tacks. at 5.30 shortened sail to a double reefed  
main top sail & fore sail. A.M. fresh breeze from the  
Northward turning by the wind L. tacks under top sails & courses.  
Lat. obs. 39.25 Long. obs. 171.45 E.

Tuesday Aug. 19<sup>th</sup> P.M. Squally. Double reefed the top  
sails & took in the Main sail. wind N.E. to N.N.W.  
the wind falls to nearly a calm. at 12. wind hauls to  
N.W. & on to N.W. A.M. fresh gales from N.W. to N.N.W.  
stowed by L. tacks. Lat. obs. 38.43. Long. obs. 171.15 E.

Wednesday Aug. 20<sup>th</sup> P.M. fresh gales from N.W. to  
N.N.W. Stowing by L. tacks under top sails & fore sail at 5.  
shortened sail to a double reefed main top sail & fore sail.  
A.M. Comes on strong gales. Lat. obs. 38.21. Long. 172.40.

Thursday Aug. 21<sup>st</sup> P.M. fresh gales from N.N.W. to  
N.W. lying with L. tacks under double reefed main top sail  
& fore sail. A.M. the breeze falls and hauls back to N.N.W.  
Set top sails & Jib. Stowing by L. tacks. Lat. obs. 37.46.  
Long. obs. 173.50 E.

Friday Aug. 22. 1856. P.M. fresh breezes from  
S.W. to N.W. at 5. noon to S.W. by W. at 5:30  
Shortened Sail Many Birds about. A.M. fine breeze  
from N.W. to W. Steering by S. tacks. one watch Employed  
in repairing sails Lat. obs. 38.01 Long. obs. 173.35 E.

Saturday Aug. 23. P.M. fresh breezes and some  
squally from the westward Steered by S. tacks. one watch  
employed in repairing sails at 5.30 Shortened sail  
Saw plenty of Birds. A.M. the wind hauled to W.S.W.  
at 6.30 wore ship to S.W. and set Double reefed fore  
and Mizzen top sails latter strong breezes and some  
squally. one watch employed in repairing sails  
Saw a great number of Whale Birds Lat. obs. 38.13  
Long. obs. 173.10

Sunday Aug. 24. P.M. fresh gales from  
N.W. to S.W. heading W. Northward at 3. took  
in fore and mizzen top sails. fresh gales and  
squally. A.M. Comes on hard gales with some  
rain. at 8. Close reefed the main top sail,  
took in fore sail and set fore Spruner heading  
W. under S.W. Lat. obs. 37.18. Long. Est. 172.40

Monday Aug. 25. P.M. hard gales from  
the S.W. with some rain heading W. under  
Spruner & Close reefed main top sail. A.M. the gale  
abated. at 9. bore up N. by E. under Double reefed top sails  
and fore sail wind Lightward. Lat. obs. 36.41 Long. obs. 172.40



Tuesday Aug. 26.<sup>th</sup> 1856 P.M. light breeze from  
W. Huring N.E. by E. At 5.30 Shortened Sail and hauled  
the wind L. tacks aboard. at 12. wore to the Sward.  
At 8. wore to the Northward. At 9 raised Land ahead  
wore to S. latter light breeze and cloudy from W.S.W.,  
tuning by L. tacks. one watch employed in repairing sails

Lat. obs. 36.27 Long. obs. 173.05 E.

Wednesday Aug. 27.<sup>th</sup> P.M. light air from  
the westward Huring by S. tacks aboard. one watch  
employed in repairing sails. at 5.30 Shortened Sail.  
At 9. wore to the westward wine S. westward. At 12. the  
wind hauled back to the westward wore to the  
Northward. A.M. fresh gales and squally. Stunned by  
tacks aboard. wine westward. Lat. Est 36.50

Long. Est. 172.50 E.

Thursday Aug. 28.<sup>th</sup> P.M. Moderate breeze and  
cloudy. wind from S.W. to S.S.E. Stunned by L. tacks. the  
breeze falls to a calm. A.M. light air from  
S. westward. hauled to the westward one watch  
variously employed. - cleaning & painting top G. Mast  
preparatory to sending them up. Painted a Boat.

Lat. obs. 36.54 Long. obs. 172.20 E.

Friday Aug. 29.<sup>th</sup> P.M. A light air from  
S. westward the watch variously employed  
about the new Fore sail and lent an old one

umbent Jib and fore top mast Stay Sail  
and bent others. at 5.30 Shortened Sail to  
Double rufed top sails. A.M. fresh breezes  
from N. Westward Stunned by S. Cocks under top  
sails Jib & fore sail the watch repairing  
an fore sail &c. &c. Lat. obs. 37.10 Long obs. 177.20  
Saturday Aug. 30. 1856. P.M. Strong breezes  
from the Northward Stunned by S. Cocks. Employed  
in repairing old fore sail. at 5.30 Double rufed  
the top sails. The breeze freshens. at 10. took in  
Jib. A.M. the breeze increases to a fresh gale. at 5. took  
in fore & Mizzen top sails. latter the breeze falls Som  
at 11.30 the wind shifts suddenly from N.W. by N to W.  
Southerly and falls to nearly a calm. with plenty of rain.

Lat. Est. 37.16 Long Est. 169.00

Sunday Aug. 31. 1<sup>st</sup> First of P.M. Nearly Calm. and  
a high irregular swell on. Set the top sails & Jib. at 5.30  
Shortened Sail to Double rufed Main & Mizzen top sails Jib  
& fore sail. A.M. A light breeze from N.E. to N. and  
lowry weather Stunned W. Saw a number of fin Backs.

Lat. Est. 37.10 Long. Est. 168.40

Monday Sept. 1. 1<sup>st</sup> P.M. light air from the  
Northward Stunned W. Cloudy weather. at 5.30 Shortened  
Sail. A.M. light air from the Northward. Stunned W. all sail.  
the watch employed in repairing sails. Lat. obs. 37.09 S.  
Long est. ~~168.~~ 167.50



Tuesday Sept. 2.<sup>d</sup> 1856. P.M. light airs from  
the Northward steering W. the vessel employed in repairing  
ails. at 5.30 Shortened sail. Latter A.M. a fresh  
breeze from the Northward and some fog. Lat. obs. 36.54  
Long. obs. 166.45 E.

Wednesday Sept. 3.<sup>d</sup> P.M. strong breezes and some  
fog. Wind from N. Steered N. by S. under top sails &  
courses. at 5.30 Shortened sail. to a double reefed main  
mizzen top sail, St & fore sail. The breeze gradually increasing  
a fresh gale attended with rain. At 1.30 A.M. took  
in the St & Mizzen top sail. Latter hard gale, and  
in at 8. Kept away one point. turned up the W. Boat.  
At 10.30 took in the fore sail, Close reefed the main  
to and hove to. heading N. N. W. set the Springs.

Thursday Sept. 4.<sup>th</sup> First of P.M. fresh gales and  
rain from the Northward lying under Springs and  
close reefed main top sail. at 2.30 the ship <sup>under way</sup> shifted suddenly  
from N. to S. and blew a hard gale, taking the ship  
about aback. Braced about and lay heading to the  
westward still. A.M. the gale abated, latter made  
sail. wine hauls to S.W. Steered by L. tack  
board. Lat. obs. 36.26 Long. obs. 163.50 E.

Friday Sept. 5. 1856. P.M. Moderate breeze and pleasant  
from S.W. to N.W. Staring by. At 5.30 Shortened  
Sail. the gale away to nearly Calm. A.M.  
A breeze sprung up from N. westward. At 7. took  
Ship to the westward. latter fresh gale and pleasant  
the watch employed in repairing the old Main Sail  
Sainted the N. Boat. Lat. obs. 35.36 Long. obs. 163.12  
Saturday Sept. 6. First of P.M. fresh gale from  
N. N.W. Staring N. by S. the watch employed in repairing  
the old Main Sail. At 5.30 Shortened Sail to Close  
reefed fore & Mizzen top sails, Double reefed main-  
and fore sail. at 8. Comes on to blow hard in squall  
with rain. Lightning & thunder. took fore & mizzen  
top sails, & fore sail. & wind shifted to the westward  
breeze about. After squalling & raining a short  
time it fell nearly Calm. At. took a breeze  
from the northward set the fore sail. latter A.M.  
Squally rainy weather. Lat obs. 35.44  
Long. Est. 162.00

Sunday Sept. 7. P.M. Squally, with some  
rain thanan lightning Middle and latter  
calm. - Squally, - rain, thunder lightning, and  
Sea enough to roll us almost keel over.  
Lat Est. 35.45 Long est. 161.20



Monday Sept. 18<sup>th</sup> 1856. First of P.M.  
light air from the N. Eastward and a very  
high irregular swell on, headed W. under  
Port Sail. at 4.30 hauled up to S.W. by W. A.M.  
moderate gales from the Eastward, and a high sea. Steered  
W. by W and N.W. Lat obs. 36. 06. Long obs. 159. 15

Tuesday Sept. 9<sup>th</sup> P.M. Moderate breeze from  
E. to N.E. at 11. altered course from S.W. by N. to N.W. by S.  
A.M. light air from N. Eastward heading N.W. by S.  
the watch variously employed. Painted a Boat.  
Port Main Sail. Lat obs. 36. 35. Long obs. 158. 18

Wednesday Sept. 10<sup>th</sup> P.M. light air inclining  
calm. headed N.W. by S. the watch variously employed.  
A.M. a light breeze from the Southward headed  
N.W. by S. the watch variously employed, rattling fore  
rigging, Painting Boats &c. &c. Lat obs. 36. 06  
Long. Est. 156. 45 E.

Thursday Sept. 11<sup>th</sup> First of P.M. fresh  
breeze from the Southward steering N. by N.W. at  
1.30 Corns fresh gales and rain. Doubled reefed  
the top sails & took in Jib & Main Sail. at 5.30 took  
in fore and mizzen top sails and close reefed  
the main. A.M. the wind hauled to S.S.E. At  
6.30 set double reefed top sails & Jib. kept the ship away  
N.W. by S. Many Birds. Lat obs. 36. 02. Long obs. 155. 05 E.

Friday Sept. 12<sup>th</sup> 1853. P.M. fresh gales and so-  
flying clouds from S.E. Storing W. by S. under  
double rified top sail, fore sail. Middle  
part the breeze falls away to a calm. latter  
A.M. light air and calm. the watch runs  
Employed. fitting rigging. Boats &c. &c.

Lat. ob. 35.50 Long. est. 154.10  
Saturday Sept. 13<sup>th</sup> First of P.M. Calm  
at 4.30 took a light air from the Northward  
headed N.W. Saw a great number of Birds  
Some fin Birds, and a School of Black fish  
Middle and latter. a fine breeze from the  
Northward Storing N.W. the watch Employed  
fitting rigging &c. &c. Lat. ob. 36.01 Long. ob. 152.4

Sunday Sept. 14<sup>th</sup> P.M. fine breezes from  
the Northward Storing N.W. the watch runs  
Employed unbent our new fore top sail  
which we had been wearing at the main  
and bent our <sup>old</sup> main top sail at 4. Shorten  
sail to double rified top sail. A.M. Strong  
breezes & sharp sea. At 9. raised Land two Points off our  
lee Bow. Ship heading N. wind N.W. latter raised  
four sails three small vessels in shore and one ship  
off our weather quarter steering to the Southward.  
At 11.30 were Lat. ob. 36.10 Long. ob. 151.05 E.  
to the eastward.



Monday Sept. 15.<sup>th</sup> 1856. P.M. strong breeze from N.N.E.  
tiring by Stacks. at 4 Lost sight of the Land astern. At  
5.30 Shortened sail to a close reefed main top sail & fore sail. A.M.  
breeze with rain. took in the fore sail & set fore spanner  
Lat. 36.30. Long. 152.35 E.

Tuesday Sept. 16.<sup>th</sup> First of P.M. moderate gales. wind  
hauling to the westward and falling to fore sail &  
triple reefed top sails. At 5.30 Close reefed the  
ore and main top sails. the breeze falls away to  
nearly a calm. latter A.M. fresh gales from  
S.W. Stood E. under double reefed top sails.

Lat. 36.21. Long. 154.05  
Wednesday Sept. 17.<sup>th</sup> Fresh gales and a high  
sea on. hauled by the wind S.E. at 1. Man Friday  
took in fore and mizzen top sails & set  
middle part Cabin. At 2. A.M. took a light  
breeze from N.W. headed N.N.E. latter moderate  
breeze from N.W. westward steering by Stacks. the watch  
variously employed. Lat. 36.18. Long. 154.40

Thursday Sept. 18. Commenced with light airs  
from N.W. westward which falls to a calm. took in  
the S. Boat. and put another one out. at 8. took  
a light breeze from the S. eastward stood by Stacks.  
A.M. light airs from the Southward. headed W. the watch  
variously employed. Lat. 35.54 Long. 154.10 E.

Friday Sept. 19<sup>th</sup> 1856. P.M. Calm until 6. when a light  
air sprung up from N. Eastward turned S. by W. under  
a double reefed main top sail & fore sail. A.M.  
Comes in thick with some rain. hauled by the wind  
to the westward at 8. latter the wind falls, and the  
weather clears. At 11.30 bore up S. by W. under top sail  
& fore sail. Lat. obs. 36.46. Long. obs. 153.30 E.

Saturday Sept. 20<sup>th</sup> P.M. light air from  
N.W. and some cloudy turned S. S.W. the water  
variously employed. At 8. the wind shifted in a  
squall from N.W. to S. S.W. continuing squally through  
the night with some rain, thunder, & lightning.  
lay under a double reefed main top sail & fore sail  
heading to the westward. latter A.M. strong gales from  
the southward. At 7. Close reefed the main top sail  
took in the fore sail & set for spinnaker. Lat. obs. 36.46

Long. obs. 153.05  
Sunday Sept. 21<sup>st</sup> P.M. fresh gales and  
flying clouds from the southward heading W. by S.  
under short sail. A.M. the breeze hauled to S. Eastward  
and fell to nearly a calm. latter light breezes from  
N.W. to W. turned by S. back. At 11.30 raised a Right  
Whale to leeward dist. about 4 miles and bore up  
for him. Lat. obs. 36.51. Long. Est. 152.40. E



Monday Sept. 22/1856. P.M. light breeze  
from N.W. to N.N.W. At 0.45 lowered for the  
low mentioned whale but could not get to him.  
At 3.30 lowered for another and dogged him  
till sun down but without success. while the Boats  
were off two other whales were raised. at 6.30 took  
sail to a double rufed Main top sail & fore sail.  
Just after dark a whale came up close along side  
and spouted several times. At 12. wore to the Eastward.  
A.M. light air from N. to N.W. at 8. tacked to the  
westward. latter nearly Calm. Lat. obs. 36.46  
Long. obs. 152.45 E.

Tuesday Sept. 23<sup>d</sup> P.M. light air from  
N. westward inclining to Calm. headed to the westward.  
At 6. Shortened sail. At 9. hauled aback the Main top-  
sail. latter A.M. fresh breeze from N. to N.N.E.  
At 6. Made sail and braced forward. headed to the  
westward. At 9. bore up S. At 11. hauled up S.E. by E.  
the watch employed fitting rigging &c. &c. painted  
the last of our Boats. Saw two whales supposed for  
backs. Lat. obs. 37.00 Long. obs. 152.15 E.

Wednesday Sept. 24<sup>th</sup> P.M. strong breeze  
and some clouds from N.N.E. Steaming S. tacks  
At 6. Shortened sail. At 12. wore to the westward  
At 6. Made sail. and raised a Right Whale -

At 6.30 lowered for him. Soon after the wind shifted  
from N.N.W. to S.S.W. and comes on fresh gales with  
rain. Came on board and doubled up the top sail  
took in Jib & Main sail. latter fresh gales and lower  
from the Southward with some rain. Stuck by on different  
tacks. Saw a number of fin backs. Lat. obs. 37.13

Long. Est. 152.45

Thursday Sept. 25<sup>th</sup> P.M. fresh gales and flying  
clouds from the S. Westward At 1. raised right whale  
to windward set Jib - Main sail and whole main  
top sail. at 3.30 lowered stuck and got a whale  
took him along side at 6. and took in sail. A.M.  
Moderate breeze from S.S.W. to W. and a heavy swell  
latter cut in the whale. Lat. Est. 37.05

Long. Est. 152.56

Friday Sept. 26<sup>th</sup> P.M. moderate breeze and  
cloudy from S. Westward. At 2.30 raised R. whale  
at 3.30 lowered stuck and got on. took him along  
side at 6. and took in sail. had one Boat lighter  
stove and another nearly filled and capsized  
along side by a crane brace hooking under her gun-  
wale. At 7. Comes fresh gales and rain. from S.E.  
A.M. continues fresh gales Close reefed the main top  
sail. At 8. commenced boiling a heavy sea on  
the whale, along side. Lat obs. 36.59 Long obs. 153.15



Saturday Sept. 27<sup>th</sup> 1856. P.M. fresh gales and  
high sea from S.W. lying under a close reefed  
main top sail & sprins. Employed in boiling. one whale  
long side A.M. the gale abates. Employed in Boiling  
taking out water, flour &c. &c. A heavy sea on the  
hull still along side. Lat obs. 36.48 S  
Long. obs. 153.26 E.

Sunday Sept. 28<sup>th</sup> P.M. moderate breeze from W.  
& S.W. and a heavy swell employed in boiling and  
cutting in. At 6 got the whale in headed to the westward  
under double reefed top sails & fore sail. At 1.30 A.M.  
left the ship away S.W. the breeze increases  
a fresh gale. At 7 raised eight whales  
miled aback but the gale increased so fast  
that we did not lower took in fore top sail.  
At 10. Close reefed the main and hauled  
up the weather clew of the fore sail. At 11.30  
took in fore sail and coiled down. blowing  
a hard gale from W.S.W. Lat Est. 37.00  
Long. Est. 152.54 E.

Monday Sept. 29<sup>th</sup> P.M. violent gales from  
W. by S to S.W. by W. turned up W. Boat At 1.30  
split fore top mast stay sail. At 2.30 split the  
main top sail and took it in. Ship free a sea  
which broke in the after part of the ship. At 6  
had a pipe of oil pitch away out of its caskings.

1856.  
joiner of the fore rigging partially carrying  
away the fore castle gangway in its way across  
the deck and <sup>was</sup> nearly hooked itself by the performer  
got it lashed to the Steward. the oil leaking  
from it - some. got an extra tack on to our  
N.W. Boat to make her more secure. A.M. the gale  
abates some. Lat. obs. 37.20 Long. obs. 153.30 E.  
Tuesday Sept. 30. P.M. moderate gales from  
the westward, falling. At 3. Set fore sail and recommence  
boiling. A heavy surge on. At 7. wore to the westward.  
A.M. moderate breeze and pleasant. latter all  
hands employed in boiling out and stowing down  
oil. light air hauling to the westward. Lat. obs. 36.52

Long. obs. 153.35  
Wednesday Oct. 1. P.M. light air and  
pleasant from N.W. at 1. wore to S.W. all  
hands employed in boiling out and stowing down oil.  
At 6. finished Boiling. the breeze falls to near  
a calm. At 2. A.M. Come on fresh gales from  
S.W. took in the Jib. At 6. took in <sup>with to the westward</sup> fore top sail  
fore sail. Some rain. At 7 raised two Right Wharves  
to windward. Set the fore sail and commenced  
coopering oil to stow down. but the gale increasing  
attended with some rain. we took in fore sail and  
set fore runner. and put on the hatches. Lat obs 37.10  
latter strong gales from S.S.E. headed S.W. Long. obs. 153.25



Thursday Oct 2<sup>d</sup> 1856. P.M. fresh gales from  
S.E. headed N.W. under Spruce, the watch  
manusly employed fitting Boats, - cutting Stages, Blubber  
cks &c. &c. A.M. the gale abates. Latter all hands  
employed in stowing down oil. at 8. went to the  
steward under S. Eastman. and falling. Lat. obs. 36. 56.

Friday Oct 3<sup>d</sup> P.M. light breezes from S.E.  
E.S.E. Steering by. All hands employed in stowing down  
oil. At 6 finished stowing off the fore hold. wore  
ship to the Southward. A.M. the wind hauled to the  
Northward. At 7 kept the ship away S.E. light air  
from S.N.E. all hands employed in breaking out  
seven decks, and cooping oil to stow. At 11.30 altered  
course to S.W. Lat. obs. 37.17 Long. obs. 153. 10 E.

Saturday Oct 4<sup>d</sup> P.M. fine breezes from N.E.  
headed N. all hands employed in cooping and stowing  
oil between decks. at 6 finished and shortened  
oil. hauled by the wind heading N.W. At 12 wore  
the Eastward. A.M. fresh gales and lowry. At 8 raised  
sail off our weather Bow. At 9. was spoken by the same  
hulk proved the ship Pacific, Thurbur. Hobart Town  
mouth out Clean. had seen plenty of Black whalys  
about 10 Days since in. Lat 37.40 Long. 151. 45 E  
the same for 200 krs. Lat. obs. 37.28 Long. Est. 152. 40

Sunday Oct. 5<sup>th</sup> 1856. P.M. fresh gales and lowry  
from the Northward heading Eastward under Short Sail  
the Pacific in company. sent down our main top sail  
and commenced repairing it. At 9. moon to N.W. A.  
lowry weather with rain latter saw many birds.

Monday Oct. 6<sup>th</sup> P.M. light air and lowry  
from N. to W. N.W. a heavy irregular swell on. Saw  
many birds. at 6. moon to S. westward. A.M. fresh  
gales and lowry from the Southward heading  
to the westward. Lat. obs. 37. 34 Long. obs. 152. 56

Tuesday Oct. 7<sup>th</sup> Moderate gales from the  
S. westward and a high sea on. Ship rolling  
almost keel out. Middle part. Calm. latter  
fresh breeze from N.W. to N. headed to the westward  
finished repairing and bent the main top sail. Cooper  
employed in setting Pipe Shooks. At 11. a Bark passed  
about 2 miles to windward, on the opposite tack. Showed  
English Colors. At 12. raised to Right Whales. to leeward  
and hauled aback. Lat. obs. 37. 27. Long. obs. 152. 30 E

Wednesday Oct. 8<sup>th</sup> P.M. fresh gales from the N.  
westward. At 1. lowered for the above mentioned Whales.  
At 3 returned on board. <sup>got a fairer sp. which gave 152. 20</sup> while off in the Boat saw a  
Bark to windward standing to the westward supposed to be  
the same we had seen before moon. on the Eastern tack.  
At 5.30 raised a number of Whales ahead and off



1856.

to weather and her bows made out some of them of  
the Right Whales. At 6. Shortened sail to close reefed  
in Mizzen top sails & fore sail. heading to the westward.  
At 10. the wind hauled to the westward. At 11. the wind hauled  
S.W. at 3. wore to the westward. At 5.30 made sail  
7 wore to the Eastward latter saw many fine Barks  
saw a sail ahead. Lat. Est. 37.30 Long. Est. 152.35

Thursday Oct. 9<sup>th</sup> P.M. light breeze and cloudy  
from S.E. Steering by the above mentioned sail, a  
whaling Bark, to windward, bore up for us about an hour,  
ill within about 3 Miles Dist. and hauled her wind  
heading to the Eastward. At 6. Shortened sail to double reefed  
sails. Jib & fore sail. and wore ship to the westward.  
The Bark in sight to the Eastward. The breeze gradually  
fell to a calm. latter A.M. unsettled weather, calm,  
rain, squalls and finally a gale. took in sail to a  
close reefed main top sail & spinnings. Split the old fore  
id all to ribins. and the fore top sail. — Some. Saw some  
in Barks. wind S.W. to W.S.W. headed to the westward.

Lat obs. 37.36 Long. obs. 153.00 E  
Friday Oct. 10<sup>th</sup> P.M. A gale from S.W. to S.  
Spinnings in a close reefed main top sail & spinnings. L. took 3.  
A.M. the gale abated. the wind hauled back to the W. &  
W. at 2. wore to S.W. the breeze fell to a calm. latter  
fresh breezes from the northward. Steered N.W.

unbent our old fore sail & bent another. unbent  
our top sail and commenced repairing it. At 9.30  
kept away S.W.b.W. Lat. obs. 37.29 Long. obs. 152. 35  
Saturday Oct. 11<sup>th</sup> P.M. light breeze from the  
northward steering S.W.b.W. employed in repairing  
our top sail. Saw many fin backs. At 2. A.M.  
the breeze which had been very light shifted in a  
instant to the southward. blowing a gale. Caught  
the ship hard aback and split the Jib. but for-  
tunately did no other serious damage. took in  
the mizzen top sail and lay under a double reef  
Main top sail & fore sail. heading S.b.E. At 6.  
took in fore. Close reefed the main top sail  
and set for Spinner. Lat. obs. 38. 04. S.  
Long. obs. 152. 30 E.

Sunday Oct. 12. P.M. Moderate gales  
from S. westward lying under a close reefed main  
top sail & Spinner. heading S. Eastward. A.M. Moderate  
gales from the westward heading S. westward. Latter unbent  
Jib & bent another. Saw a Schooner steering to the Eastward  
Saw hump backs. Lat. obs. 38.45 Long. obs. 152. 50

Monday Oct. 13<sup>th</sup> Moderate gales from W.S.W.  
to S.W. At 0.30 went to N.W. Set main sail & fore  
main top sail. At 6. Close reefed the main top sail & took  
main sail. A.M. Calm. Employed in repairing fore top sail  
Lat. obs. 37.51 Long. obs. 152. 30 E



Tuesday Oct. 14<sup>th</sup> 1856. P.M. a light air from  
the northward headed to the Eastward. Finished repairing  
cut fore top sail. Cooper setting <sup>up</sup> Shooks. Saw two hump  
backs. A fin back! At 3. A.M. wore to the Eastward.  
After fresh breezes and Clouds from N. by E. to N. N. W. Stuns  
employed in cleaning bone. At 10 lowered and struck  
R. Whale. the harpoon broke. and the whale went  
windward. Lat. obs. 37.49 Long. obs. 153.00 E.

Wednesday Oct. 15<sup>th</sup> P.M. moderate breezes  
from N. westward. Stuns by on different tacks. At 3  
lowered for a R. Whale to the windward. Supposed to be  
the same which we had parted from. while the Boats  
men off several other whales were seen from the Ship.  
At 10 the boats returned they had vanished.  
The breeze fell to a calm. Shortened sail. At 12. took  
light air from the northward. wore to the westward  
At 1. soon fell calm again. and came on to rain.  
After came on fresh gales and rain from the Southward  
with thunder & lightning. took in sail to a double reefed main  
top sail fore sail. employed in cleaning bone Lat. obs. 37.45  
Long. Est. 153.10

Thursday Oct. 16<sup>th</sup> P.M. strong gales from  
the Southward with some rain took in fore sail and  
close reefed the main top sail. A.M. Continued hard  
gales. and some rain & hail. Lat. obs. 37.05  
Long. obs. 152.15

Friday Oct. 17.<sup>th</sup> 1856. P.M. Moderate gales from  
S. westward at 1. wore to S. Eastward and set the  
fore sail. A.M. continues fresh gales and a high sea.

Lat. obs. 37.26. Long. obs. 152.30

Saturday Oct. 18.<sup>th</sup> P.M. moderate gales from the  
Southward, gradually falling but an all threatening  
high sea on. At 3. raised a Sperm Whale to the  
windward. Set Double rufed fore and mizzen top  
sails & Pil. and low wind but without success. Had  
the L. Boat badly stove in taking her up. Several large  
whales in sight took in fore and mizzen top sails & Pil.  
heading S.E. A.M. the wind hauls to N. N.W. 4 N. N.W.  
At 7. wore to the Eastward. latter fresh breezes. Steered by  
L. tacks. Many Birds. Lat. obs. 37.31 Long. obs. 153.45

Sunday Oct. 19.<sup>th</sup> P.M. fresh breezes from the  
Northward steering S.W. by S. until 4.30 hauled by the  
wind to the westward. Saw a ship to windward heading  
to the Eastward at 6. Shortened sail. A.M. fresh gales  
from N. N.W. to N.W. At 7. wore to N. Eastward under  
Double rufed top sail & <sup>Pil.</sup> main sail. Many Birds.

Lat. obs. 37.32. Long. obs. 153.20

Monday Oct. 20.<sup>th</sup> P.M. Commences with fresh  
gales from N.W. At 2.30 raised a R. Whale. off the  
weather Bow. the wind shifts to S.W. and freshens. At  
3.30 lowered for the above named whale. And Chase abo-  
till past 6 and got past. At Sun down a second Boat got



rest. hung to him till after dark and cut, got on  
board at 8. and shortened sail to a double reefed main  
mizzen top sails Jib & fore sail. At 10.30 we ship  
in westward. A.M. light air from the westward. At  
noon to S. eastward. latter light air saw many Birds &  
one fin Backs. Lat. obs. 37.07 Long. obs. 153.25 E.

Tuesday Oct. 21. P.M. light breezes from the northward  
turning S.W. saw many fin Backs. At 6.30 shortened  
it and steamed S.S.W. A Brig passed about  $\frac{1}{2}$  a League  
the southward of us steering the Eastward with main  
yard set. At 11. the breeze falls to a calm. with thick  
fog. At 6 A.M. lowered for Black fish struck two, and  
some. latter light air from the westward turned  
part of the time a thick fog. Many Birds & fin Backs.

Lat. est. 37.10 Long. est. 153.30  
Wednesday Oct. 22. P.M. fresh breezes from  
W. to S.W. steering by S. tack, at 3. double reefed  
the top sails. many fin Backs, Birds, & some But.  
At 6.30 close reefed the top sails. A.M. the breeze  
falls away. At 7. from to N. Eastward. light air from  
W. and hauling gradually to the northward. Sent up  
our fore top Gallant Mast and sent down a stump  
top Gallant Mast. from the main. latter the breeze  
freshens. Lat. obs. 37.32. Long. obs. 154.10 E.

Thursday Oct. 23. 1856. P.M. fresh breeze from  
N. to N.E. and back to N. Heavy sea running  
to the northward. and the breeze freshening. Sent up  
our main top G. & R. Mast. At 5.30 lowered for  
a R. whale. but couldn't get at him. Shortened  
sail to a close reefed main top sail & spinnaker.  
heading E. & M. the wind hauled back to N.W.  
At 8. went to the westward. fresh gales  
and heavy. Set fore sail. Lat. obs. 37.50  
Long Est. 154.30

Friday Oct. 24. P.M. fresh gales and  
a high sea from N.W. by N. lying under a  
close reefed main top sail & fore sail. head  
to westward. At 6. the wind shifts suddenly to  
W. taking the ship aback. hauled about head  
N. westward the breeze falls to a calm. A.M. fresh  
gales from S.W. to S. heading westward.

Lat. obs. 37.48 Long. obs. 154.30  
Saturday Oct. 25. P.M. fresh gales from  
S. westward heading westward under short  
sail. At 2. set fore sail & close reefed mizzen  
top sail. A.M. the wind hauled to N. S. W.  
and continued to blow a fresh gale. Lat. obs. 37.0  
At 12. went to the southward.  
Long. obs. 154.15 E.



Sunday Oct. 26<sup>th</sup> 1856. P.M. fresh gales and  
wind from the westward heading to the Southward  
under a close reefed main top sail & spinnings. A.M.  
the gale abates, but there remains a heavy swell on.  
At 8.30 raised a R. Whale. lowered and galled  
in. returned on board and stowed E. by S.

Monday Oct. 27<sup>th</sup> P.M. fresh breezes from the westward  
and a heavy swell. At 1. raised a Right Whale and  
lowered. but he started to windward. at a gale that  
soon took him out of sight. and without any apparent  
cause. At 6.30 Shortened sail. to a double reefed  
main top sail & fore sail. A.M. Strong Gales. took  
in fore sail & close reefed the main top sail. wind  
from N. by N. to S. by N. Lat obs. 37.10 Long obs. 154.50

Tuesday Oct. 28<sup>th</sup> P.M. fresh gales from S. by E.  
heading to the westward under a close reefed main  
top sail & spinnings. A.M. the gale abates and the wind  
shifts to the eastward. At 10. raised a Right Whale  
at 11.30 lowered & got fast. Lat obs. 37.13  
Long obs. 154.20

Wednesday Oct. 29<sup>th</sup> P.M. light breezes  
from the northward. At 3. took the above  
mentioned whale along side. At 7. got him in  
and Shortened sail. At 3. A.M. moon light

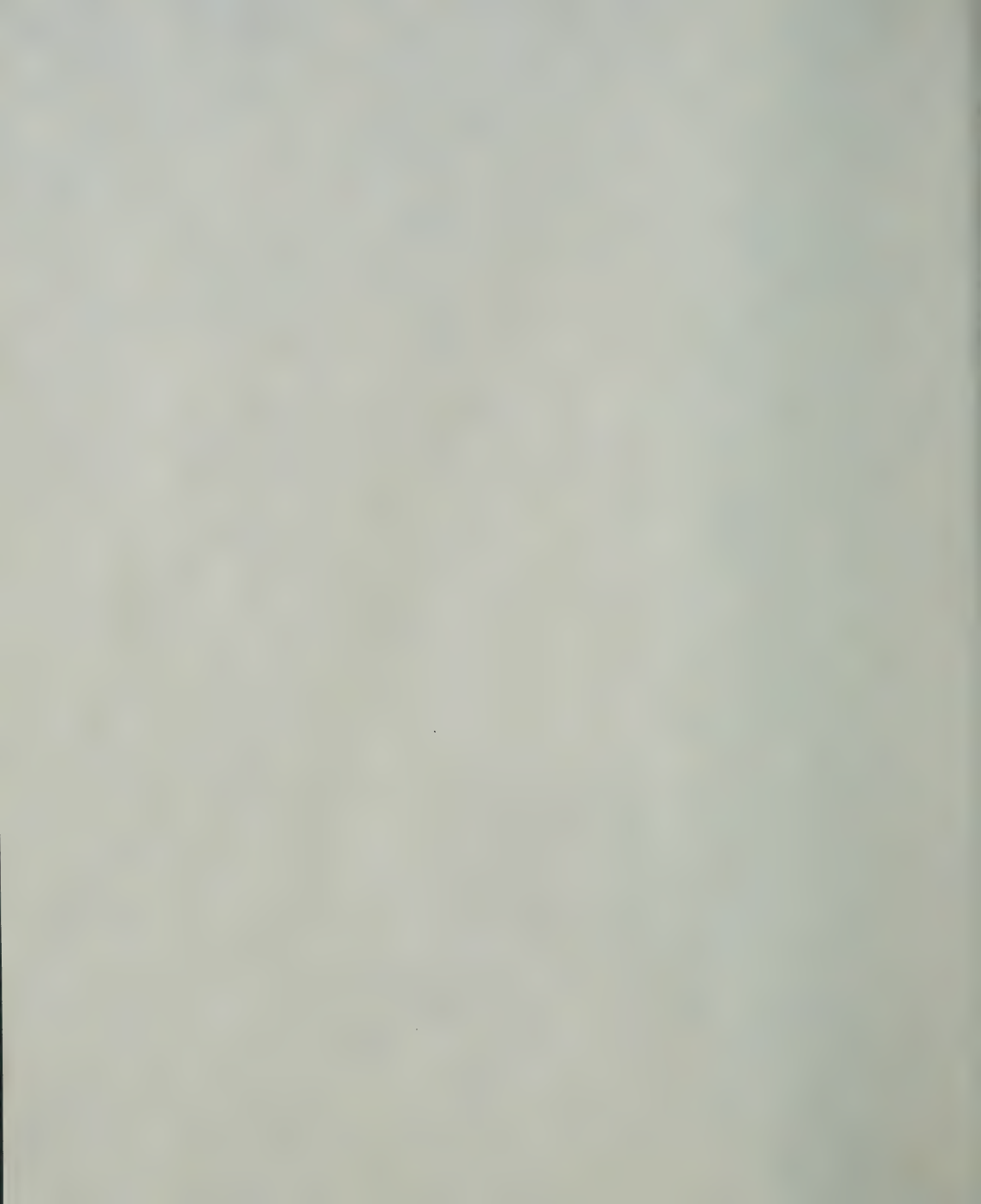
the eastward. latter fresh gales from N. by E. headed  
E. Employed in Boiling. Saw many Birds, & fin  
Backs. Lat. ob. 37.25. Long. ob. 154.30. E

Thursday Oct. 30. P.M. fresh gales from  
the northward. At 1. raised two R. Whales, one  
struck one which run like "The D 1." Saw two  
Irons and broke the third. At 6. Shortened sail to a  
Double reefed main top sail & fore sail. At 2. A.M.  
wore to the eastward. At 6. finished Boiling. latter fine  
gales and pleasant. Saw many fin Backs and birds  
in legions. At 12 raised a Right Whale. Lat. ob. 37.3  
Long. ob. 154.45 E.

Friday Oct. 31. P.M. Commences moderate  
breezes from N. N.W. falling at 0.30 lowered for the  
above mentioned whale. supposed to be the same whale  
that we had been fast to yesterday. At 3. lowered  
for another. and at 5. lowered for him again but  
he managed to get out of our reach. the breeze had fallen  
to a calm. At 7. took a breeze from the southward  
which hauled to S.E. At 12. kept away W. by N.  
At 4. A.M. hauled by the wind to the Southward  
latter fresh gales employed in cooping oil  
and cleaning Bone. At 10. wore to N. E. wind  
C. S. E. Lat. ob. 37.25. Long. ob. 154.05





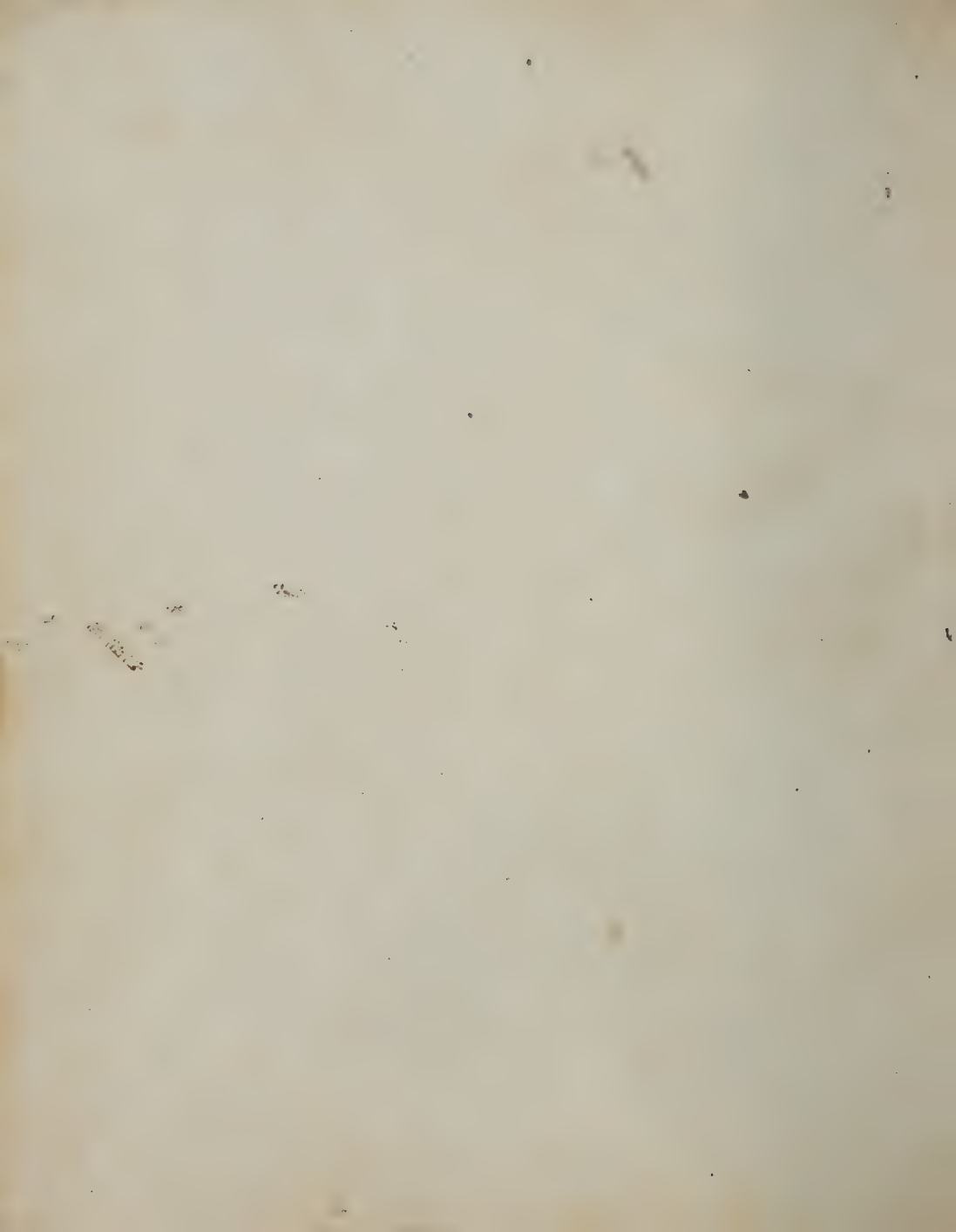




Charles H. Spurgeon

11

my dear beloved.





Charles F. Steadman Dr  
To Captain Potter -

June 12<sup>th</sup> To 1000 cigars 20.00

To Ship Mt Wollaston Dr.

N.S.

Thos Shankers to C Potter  
3 1/2 pound tobacco Oct 4/184

IP

Pepper Thos

And then few precepts in thy memo-  
ry, look thou character. Give thy thoughts  
no tongue nor any unproportioned thought  
his act. Be thou familiar, but by no means  
vulgar. The friends thou hast, and their ac-  
quaintance breed, gossip thee to thy soul  
with hooks of steel; but do not dull thy  
poem with entertainment of each new-  
hatched, unflax'd comrade. Beware of ap-  
pearance to a crowd; but, being in, be it, that  
the oppose may beware of thee. Give every  
man thy ear, but few thy voice; <sup>thy</sup> Look each  
man's censure, but reserve thy judgement;  
Costly thy habit as thy purse can buy, but  
not express'd in fancy; rich, not gaudy;  
for the apparel oft proclaims the man; &  
they in France of the best rank and station  
are most select and generous, chief in that;  
Neither a borrower nor a lender be; <sup>thy</sup> For loan oft  
loses both ~~loans~~ itself and friend; and bor-  
rowing ~~both~~ dulls the edge of husbandry.  
This above all, - <sup>thy</sup> To thy own self be true; &  
it must follow, as the night the day, thou  
canst not then be false to any man.



Peter Chenoa - Cooper  
 Oliver P. Beasinger - Carpenter  
 Wm. Bakge - Lost

Officers

Boat  
Stewards

William R. Potter	Captain
Robert <sup>1st</sup> Tate	1 <sup>st</sup> Mate
C. Snow	lost
Peter Cushman	2 <sup>d</sup> Mate
Thomas Bailey	4 <sup>th</sup> pro 2 <sup>d</sup> Mate
John Armstrong	
David Christian	
Isaac <sup>1st</sup> Lord	Cook
James <del>Magnand</del>	
William H. <sup>1st</sup> Knox	Able
Thomas Stickley	"
Anson Jones	Ordinary
William <sup>1st</sup> Kenuodel	Green
John <sup>1st</sup> Kenuodel	"
John Davis	"
Lemuel Stevens	Ordinary
David Coucer	Green
Vitmarus <sup>1st</sup> Tradee	"
William Moffitt	"
George Joslin	"
Charles Johnson	1 <sup>st</sup> Cook
Charles Steadman	Green
James Thompson	"
George Conrad	"

Forward  
 Hands

Wednesday, December 28<sup>th</sup> 1853.

Started early this morning for the  
Ship, with a sad heart, and feeling that  
I was setting out on a long & dangerous jour-  
ney, got on board about 11 o'clock. The Cap-  
tain came off soon after, together with Mr.  
Mey and some others. We weighed anchor  
immediately. The crew being all green, &  
the wind ahead, we found some difficul-  
ty in getting under-way, and did not re-  
-charge the Pilot-<sup>boat</sup> till about nine o'clock in  
the evening. <sup>My</sup> Then I left the Ship in the  
Pilot-boat, and I felt, as if I was indeed  
embarked on the great deep. Soon after we  
were all called off, and the watches and  
boat-crews were chosen. I found of my self  
was chosen in the same watch, and in the  
same boat's crew. We will show me many  
things which I could not learn if I was in  
a different watch. It being our first watch  
on deck, we whiled away the time as pleas-  
-ant, as we could, and kept off the Blues  
as much as possible until our turn to go to  
come came round, when, we turned in.



Thursday Dec. 22<sup>d</sup> 1853.

Was routed out this morning at 6 o'clock, much to my grievance - and after eating some Salt Horse (brought to us in a wooden tray) and some Pilot-bread; went on deck, and was set to winding Spinnaker. The land was out of sight, and the sky cloudy; to me, it was a ~~beaute~~ beautiful night. It continued fair until late and night when it came on to blow and we were obliged to take in the Top - Jell and sails. The wind kept rising, and we soon heard the order to furl the Main Top Sail, and close reef the Fore Top Sail, & Main Top Sail. And now I had to go aloft - to the Main Top and help reef. So up I went securing the tar out of the skowas at each gripe. Went out on the yard, and found it about as much as I could do to hang on. The storm kept increasing, and we finally took in all the sail except a close reefed Main Top Sail, & the Main Spinnaker (a storm sail) under there, we went spanking along at the rate of 15 knots an hour; the storm

rising all the time, and the waves mounting higher & higher. I stood my watch from 7 till 11 - and had just turned in, when crash came a sea aboard of us and carrying away our three Larboard boats, one after the other, it was impossible to save any part of them, the sea running so fearfully high. I managed to get to shore and slept soundly.

Friday Dec 23<sup>d</sup> 1853.

Upon going on deck this morning I found that the storm was raging with greater fury than in the night, and the ship rolling so fearfully that it was extremely difficult to get across the deck. The Captain and other officers were on deck looking extremely anxious; the green hands sea sick holding on to anything & everything and vomiting their insides out, wishing themselves safe at home, and the ship in the bottom of the sea. I was entirely free from sickness. Of course there was no work given us on, as it was not possible to stand without holding on. We remained on



work all day; we are waiting to go below in such a fearful storm. At 7 o'clock I went below but was soon roused from sleep by a fearful mishap. The 2<sup>d</sup> Mate while doing something on the Main <sup>Top</sup> Sail Yard Arm sniped his hold and fell to the deck, breaking his arms and his neck of smashing his head to stumps. He was a fine officer and a pleasant man, he is universally mourned. The storm continued all night seemingly unabated. It was impossible to lay the ship to owing to the proximity of Nantucket Shoals, which extend nearly to the edge of the Gulf Stream so that we were obliged to ride before the wind.

Saturday Dec 24<sup>th</sup> 1853. Lat 39.10 N lon 66.25 W  
The storm still continues, and its fury is beyond description. The waves roll mountains high, and each one seems eager to swallow us up. No day all hands were on deck, each one watching for the symptoms of good weather, And now, as if to verify the old adage, namely

"misfortunes never come single handed," at  
about 10 o'clock, a sea broke over our stern  
Quarter sweeping every thing, that was not  
fastened, in its course - No one can have  
any definite idea of the power of the sea,  
until they have seen one break over a ship.  
One poor fellow, who was sitting on a tub  
of rope was swept over board, so quickly,  
that nothing could be done to save him, we  
could see him, as he rose on each wave, for  
about 1 moment, and then he sunk to  
rise no more. It was a sad spectacle  
has cast a gloom over the whole ship. The  
Captain immediately gave the ship to -  
in which manner we passed the rest of the  
day of night. Course S E

Sunday Dec 25<sup>th</sup> 1833

During the night the the storm has abated, and the sea gone down; so that it is a good deal more comfortable on deck. Still, it is impossible to do much, as it continued to grow colder, we made preparations to bury the 2<sup>d</sup> Mate. Having secured him up in canvas, they took a



Blanket and wound around him, "covering it as closely as possible, and after tying a bag of bricks to his feet; Captain Potter read a passage from the Bible, and they launched from a board into the sea. It was an affecting sight, and many an eye was moist. It was to me, certainly, a painful one. And I hope that I shall not soon see another. The rest of the day, being pleasant was passed in reading, by those who were not sick. It is certainly the most melancholly Christmas that I ever passed. This Gulf Stream is a dangerous place at this season of the year, and the Captain says that he will never cross it again in winter. Thus passed my first Sunday at sea.

Monday Dec 26<sup>th</sup> 1853.

This morning it came on to blow again - from the South West - and we were obliged to lay the ship to - Captain Potter is very careful since the loss of the men, and runs no risks. It soon blew over, fresh and we were glad enough to get off out of the way of the water. The ship rolled,

that she is continually at spring water over  
her bulwarks and it takes a fellow about  
five minutes to get across her deck. It is  
impossible to keep dry clothes on, and for  
that reason extremely disagreeable. Each work  
stands 4 hours, so that we have half of the  
time below. The storm continues, and there is  
nothing to do but to turn in.

Tuesday Dec 2<sup>d</sup>, 1853 Lat 35.48 N Long 63.30 W  
C. F. S. C. The storm has not abated any during  
the day, and it really seems as if the wind  
and sea were each trying to destroy the ship  
and to see what they can do. At any rate  
the Mate (who is an old salt) declares that  
he never saw it blow harder than it has for  
the last 12 hours. It can't blow much lon-  
ger, for it's been nothing but gale since we  
started, and this one is accompanied by  
rain, hail, snow, & lightning. The night the  
wind has gone down some, but the sea runs  
as high as ever. I have not been sick, as  
yet, and think that I shall not be. I  
consider myself fortunate, as I am the  
only one here who has escaped.



Wednesday Dec 28<sup>th</sup> 1853.

The weather moderated this morning, and it has during the day cleared away overhead, but the sea still runs high, and probably will, for some days. We made sail this morning, as much as the sea would allow, and set the ship on her course again. Fortunately we have not carried away any spars, or masts; and we are lucky to get off as we have. We are not doing anything to day. We cannot sit down with any comfort, and consequently cannot read. The ship has suffered much as the others. The continuance of the storm has made the sailors rather cross. Otherwise it is very pleasant.

Thursday Dec 29<sup>th</sup> 1853

To day it has been fine weather overhead, & the sea has gone down considerably. We have been overhauling the ship, tightening the rigging, which was a good deal shaken by the storm - coiling ropes in the tubs, bending pins, greasing canvas, and in short getting ready for a whole in case

as should my own. In this manner the  
time passed away quickly. We had our  
regular watches and everything goes on  
as usual.

Friday, Dec 30<sup>th</sup> 1853.

To day we have been employed in  
garding vines, making minnets, and  
knitting yarns. This morning broke out  
the fore hold, and got up some head  
and some water, also, some oars, and  
lance handles: boards for the Carpenter  
to repair the boat with, and for the  
Cooper to make tubs of. The day has been  
pleasant, and we carried away all soil.

Saturday Dec 31<sup>st</sup> 1853. Lat 33° 59' N Lon 58 W

C & E This morning all hands were called  
on deck, and after over-hauling the fore-  
hold, and one half standing looking at the  
others, we were set to work by hammering the  
digging, mashing the top-mast, ma-  
king minnets, over-hauling most every-  
thing, and binding mats on the back  
stays, to keep them from chafing against  
the yards. The crew worked a good deal



at all hands being on deck when there was no need of it. Nothing of importance has occurred.

Sunday January 1<sup>st</sup> 1854.

<sup>My</sup> day is my second Sunday at sea, as well as the beginning of a new year. My feelings are rather difficult to describe. Leaving home suddenly, entirely unaccustomed to work, and especially to the exposure of a sailor's life; I, naturally, am somewhat down hearted, and unsteady. And I have now had time to learn what kind of a life I am going to lead. I find the ship, though small, to be a tight one, and a good sea boat. The fore-castle is larger & more airy than in most larger ships; fine berths, & plenty of room to stow-away things. The Officers are a fine set of fellows, the Crew mostly good fellows; but, very few able seamen among them. The mate, especially, has been very kind to me, and saved me many a dirty job. I like the Captain very well, except

that he has all hands on deck, often  
 than is necessary:— at which, the crew  
 grumble very much, and many of them  
 threaten to desert him on the first op-  
 portunity— so that, sometimes we have  
 only 4 hours sleep in 36 hours— which  
 is unreasonable. I have the provision,  
 and the manner of eating them, the  
 hardest thing to see even my self to,  
 For breakfast we generally have a kind  
 of minced meat, consisting of pieces of  
 meat, bread, & potatoes an inch square  
 half cooked, and of a flavon very much  
 resembling sauce lard fried. This I  
 can bring myself to eat but very little  
 of. For dinner we have, on Sunday<sup>o</sup>

Monday<sup>o</sup>, & Tuesday<sup>o</sup>, a duff (a com-  
 pound of flour, water, & oil, eaten with  
 one loaf, pretty good) together with po-  
 tatoes & salt horse; on Monday Pork, po-  
 tatoes & hard bread, on Friday boiled beef  
 & Pork— on Saturday Cod-fish & Cabbage  
 Each man has his dish (his piece) two pots &  
 a spoon, and looks out for mince one,



Each one cuts, with his Jack knife, a piece of meat on pork, and exemplifies the old saying, "that fingers were made to eat with." At first I could not eat much but I am learning to eat with a better relish, and, no doubt, shall soon eat as much as any one. The Crew is divided into watches, and each watch has eight hours below alternately nights. The time below is diversified with sleeping, smoking, chewing, eating, mending, & playing cards. This then is the place that I have chosen to spend two or three years of my life in. It is a hard place to reform a persons character & gain back a reputation. However, a good resolution and a strong determination, can overcome all these draw backs. During the night watches, the time is passed spinning yarn, mending, smoking, and whiling away the time very pleasantly. How I shall be contented for two or three years, I know not. It is a hard life and full

of hardships and dangers. I have seen  
 the sea lashed into its wildest fury, and  
 the waves running mountains high. It  
 now remains to see who's taking a who's  
 is. It is very pleasant to do, and it brings  
 my watch below this morning. I have  
 spent the time in writing in my journal.  
 It is the first chance I have had, when the  
 ship has been still enough. This afternoon  
 Captain Potter called all hands off duty,  
 to show who wanted green bottles  
 and testaments. About a third of the  
 crew came, the rest had no write. wrote  
 to write a letter this morning, calculating  
 to finish it, and send it when we reach  
 the Cape Verde Islands, but a ship has  
 in sight about noon, bound for Jamaica,  
 and so I sent it that way. Speaking a  
 ship at sea is always exciting. The  
 note went on board of her and carried  
 the letters. She had encountered a se-  
 vere gale, & had her bulwarks stove in.  
 Nothing else unusual has transpired to-  
 day.



Monday January 2<sup>d</sup> 1854.

This morning I had my first watch on deck, and saw the sun rise, for the first time since I we started. It is a glorious sight, and well calculated to impress the beholder with a sense of his inferiority. Had all hands on deck again, immediately, and got up some more water from the hold. There was a good deal of gambling amongst the crew. The day passed pleasantly away. I stood a most heavy watch this morning: felt as if riding a galloping horse high in the air.

Tuesday January 3<sup>d</sup> 1854

Was cheered out of my watch below, again, this morning, and felt soon enough, was very tired and wished myself at home many times. Had to go into the rigging, make dinner, and do a little of every thing. At noon, just as we were eating our dinner, we heard the exciting cry of "There she blows." We rushed on deck, and looked

ship and stood after the whols. Rep<sup>r</sup>  
up the shore for two or three hours, but,  
finall<sup>y</sup>, came to the conclusion that they  
were Fire Backs; and gave them up.  
I wish to get after them, but suppose I  
shall have my order dampened after  
the first trial. <sup>Rep</sup> Towards night the wind  
freshened, and we took in the <sup>rep</sup> - Gallant  
Sails & flying-jib, the night passed  
pleasantly away.

Wednesday, January 4<sup>th</sup> 1854

We are now sailing under what  
are called the North East Trade winds.  
They blow pretty strong & steady and we  
are spanking on our course at the rate of  
from 10 to 12 knots an hour. - We are now  
in Longitude about 50<sup>W</sup>, Latitude 32<sup>N</sup>.  
Spent this morning in getting the food  
and their accompaniments ready, had the  
afternoon watch below, and turned in.  
The night was clear and pleasant.

Thursday, January 5<sup>th</sup> 1854

<sup>the</sup> all hands have been on deck,  
making our best running spring and



and other like unnecessary work to employ all hands. <sup>well</sup> There is a great deal of mumbling, and all hands are dissatisfied; nothing unusual has occurred. Friday January 6<sup>th</sup> 1854.

To day we were, again, cheated out of our watch ~~on deck~~ below. Nothing, of any account - has taken place to day.

Saturday January 7<sup>th</sup> 1854, Lat 25.22 S. L 46.45 W.

To day the weather has been del. & light. We set our Main Top & Fore Top Goe - lant sails & flying jib. Had the fore room watch below. (a great-rarity) and spent the time writing in my Journal. In the afternoon, stowed a Mast-Head and helped the Cooper. Went below at 4 o'clock. We are divided into two watches Starboard & Larboard. Each watch stands 4 hours - with the exceptions of from 4 till  $\frac{1}{2}$  past 5 & from that time till 7 - which are called Day watches. On nights, one watch has 8 hours below & vice-versa. We set the Starboard foot on the cranes, and did some other things.

192

of little consequence. The night was pleasant. Course S. E.

Sunday, January 8<sup>th</sup> 1854:

It has been very mild and pleasant during the day. Washed my clothes this morning, & find it a very disagreeable job; even I shake-pear, in which employment, two hours proved too soon. In the afternoon wrote in my Journal. After supper it came off very suddenly, and we took in the time of the New York Gallies, & of flying fish. The night was very squally & calm. Was the pleasure of the night.

Monday January 1<sup>st</sup> 1854

This morning turned into my penitentiary, and  
read the Shakespeare. I find him a great so-  
lar, and while away many an hour, when  
it is too rough to write or do any thing else.  
This afternoon we got out some potatoes of  
find them rotting badly, it was too rough  
to do any thing, and we put them back.  
Took a sup in the Loire Museum of Paris.

mes de January 10<sup>th</sup> 1859

<sup>20</sup> 20 do. It has been very dry & so mally.



No work going on. Took a nap in the  
Main Top Ford.

January 11<sup>th</sup> to 18<sup>th</sup> 1854. Lat 8. 8. 8' Lon 32. 52 W.  
During this time it has been so stormy  
and rough, that it was impossible  
to do anything. It seems as if the "very  
devil" had taken possession of the  
wind and sea, and was trying to see  
what he could do. The Officers say that  
it has been, so far, the roughest passage  
that they ever knew. I begin to under-  
stand myself a Jonah, or, at least, that  
we are all Jonahs; for, it does seem to  
me, that the crew are the most wicked  
set that I ever encountered. C. C. S. C.

Thursday, January 11<sup>th</sup> 1854.

It still continues equally rough. This  
afternoon the cry of "there she blows" was  
heard from the mast head, and the  
next moment it was all hands hoisted  
by their boots. I was not allowed to go in  
the boat, and probably shall not, until  
we get enough hands to man four boats,  
all the boats lowered, bearing the Capt.

Cook, Cooper, & 4 green hands — including myself — aboard. The whales were a species called black fish, & make from 10 to 30 bbls of oil. They were a stern and we were obliged to tack ship and stand after them. This, with 6 men — all green — was no easy job, and made me wish myself in the boat many times. The whales were near when we first caught sight of them, but in tacking they saw the ship and made off to the windward at a speed rendering it impossible to overtake them. So that the boats had to return to the ship discouraged. The weather continues to moderate, and there is a fair prospect of having good weather soon. We are now steering as near East as possible, in order to make the Cape Verde Islands. But the winds have been so baffling that we have nearly given up all hopes of making them.

Friday January 20<sup>th</sup> 1854.

To day we have had all hands on deck, co-operating, to set up the rigging.



The heavy winds that we have had, have staid  
 it so that it is very slack, but four good  
 men could set it up as well as old hands.  
 To day spoke the Ship's Doctor George from  
 Callis 24 days bound for Liverpool. The  
 weather has moderated. Night pleasant  
 and moon light.

Saturday January 21<sup>st</sup> 1854.  
 To day all hands have been on deck, to  
 set up the rigging. There was a great  
 deal of grumbling, and Captain Patten  
 told the Mate that after this they must  
 do with the one watch. So that I hope to  
 have some time to myself in pleasant  
 weather. It has been very pleasant. It is  
 hard work for me to be contented when  
 I compare my mother's situation with  
 my own. But it is my own fault, and  
 I keep up as good a heart as I can.  
 But when I look at my hands, all this  
 time and think of what I have got to  
 go through with, I long to be back to  
 Old Norwich. We are to day in Longitude  
 27° W. & Latitude 34° north. The trade

have left us, and the variables set in. We shall have rain & calm weather till we get some ways South of the line, when we shall get the South East trade. The night has been a little rainy.

Sunday, January, 22<sup>nd</sup> 1854.

We have now been out over a month, and during that time have passed over more than 4000 miles. Our passage has been unusually rough, and I have had a chance to see nearly all kinds of weather. It has been very pleasant to day. This morning I washed my clothes - a most disagreeable job, and not very appropriate employment for the Sabbath; but, as yet, we have had barely enough time to ourselves except when it was too much to do anything for sleep. As there are no obliged to take Sunday for such purposes, this afternoon, my journal being some ways behind hand, I brought it up. Read Shakespeare & the Bible. The night has been pleasant. Had 6 hours on deck. Being almost on the line, it begins to grow very warm.



but it is not hot enough yet, to be disagreeable. <sup>sup</sup>We are expecting to see sperm Whales every day, and the sooner, the better. <sup>sup</sup>The Captain has determined to go immediately to New Zealand, so as to get the full benefit of the season, and in all probability we shall not go into Port for 9 months. This is a great disappointment, but it cannot be helped and I must make the best of it. <sup>sup</sup>The Mate is getting fussy at the 1<sup>st</sup> Mate's Croft, and they both drink & quarrel. Some of the fellows are bothered good deal, but I have got into their good graces and consequently fare pretty well. <sup>sup</sup>The 2<sup>d</sup> Mate takes every opportunity to keep me watch on deck, and has grown into disfavour with all the crew. If things continue as they are now, it will be impossible to make a good voyage, and almost all the hands will leave at the first opportunity.

Monday January 23<sup>rd</sup> 1854, Lat 21.4 N. L 26.10 W  
 To day, we have experienced some of the fine weather. Had the forenoon watch

below. The Captain is beginning to find out  
 that it won't do to keep the hands on deck  
 so much. Wrote in my journal, and com-  
 menced a letter to my Uncle. When I think  
 of him, his trials, & his old age, it re-  
 ments me, in a measure, to this hard  
 life. But, when I look at my hands, cov-  
 ered with blisters, and think of what  
 must be gone through with, and endured  
 (the next 2 or 3 years) my spirit fails me;  
 and it is impossible to help wishing my-  
 self safely back to old Norwich. Nothing  
 unusual occurred ~~this afternoon~~. <sup>Just</sup> Toward  
 night it came on to rain, and continued  
 squally nearly all night. <sup>Just</sup> Look in the  
 Time of Mire of Gallant sails & flying jib.  
 It is very calm & we can make scarcely any  
 head-way. C. S. C.

<sup>On</sup> Tuesday, January 22<sup>nd</sup> 1854.

<sup>On</sup> To day it has rained almost continually;  
 it has been very calm and we have made  
 very little head-way. Had the forenoon  
 watch on deck, but the rain prevented our  
 doing anything. <sup>My</sup> This afternoon, written



in my journal, and on my letter to Moulton  
 had 8 hours on deck last night, and got well  
 wet. I find my oil-cloth a great benefit.  
 We have been out five weeks, and, as yet, I have  
 not seen the sun set clear. I begin to think  
 that it never does set clear at sea.

Wednesday January 25<sup>th</sup> 1854,

Had the morning watch on deck; &  
 before breakfast, hoisted up an extra  
 top-mast of a few yards along side of the  
 fore-mast. After breakfast wrote in my  
 journal, and turned in. In the after-  
 noon the man at the mast-head rais-  
 ed some black fish. We lowered the  
 boats and stood after them, but could  
 not come up with them. Just as we  
 had hoisted in the boats, the Captain  
 being at the mast-head, saw some por-  
 poises under the bows. The 2<sup>d</sup> Mate har-  
 boored one, weighing about 700 pounds.  
 It took all hands to hoist him in. We  
 did not have any of the meat for supper,  
 but expect a rich treat in the morning.  
 The meat is as black as coal. The weather

was squally during the day. We are now  
across the line, and expect soon to receive  
a visit from Old Neptune. We are fortunate  
in getting across the line with no more de-  
lay. It is generally very calm & sailing; so  
that ships, are frequently two weeks going  
from  $2^{\circ} N$  to  $20^{\circ} S$  of the line. The South East  
trades have just set in. The weather will be  
very fine now, for some time.

Thursday January 26<sup>th</sup> 1854.

This morning was a beautiful one, neither  
too warm, nor too hot. The much expected  
Porpoise, came down in the identical tub.  
But, much to our disappointment, the Cook  
did not understand how to work it, and had  
scarcely anything to reason it with, (being  
the shipwreck of the Captain) and con-  
sequently it was not so good as the common  
dish. We concluded that we should have nothing  
else, while it lasted, and therefore threw  
it overboard. Had the forenoon work on  
deck, and made spin-gam. In the after-  
noon, wrote in my journal as usual. We are  
now in  $L 26^{\circ} W$  - & Lat  $8^{\circ} S$  - The South East



trades have set in good & strong. There is a report that the Captain intends to make the Trustee Islands; at any rate our course is west of South. It will take about 15 days to reach them from here. He wants to get about six more men, in order to man four boats.

Friday, January 27<sup>th</sup> 1854.

The weather has been very fine to day. Nothing has occurred of any importance. In the morning, wrote in my journal, and commenced a letter to my brother. In the afternoon, made spun yarn, and laid the forward stays. I derive a good many advantages from being small, and get rid of many dirt jobs. We are steering directly South, and are making a good progress. The night has been fine.

Saturday, January 28<sup>th</sup> 1854.

To day, there has been scarcely a cloud in the sky, yet we saw haws this morning. (Of which we shall soon taste) and knitted yarn. In the afternoon, wrote in my journal and on my letter to Edmund; stood on mast head, & saw some

29

rejoices but would not sing out for them; having  
had enough, and enough is as good as a feast.  
Nothing unusual transpired. We are to day, in  
Lat- $28^{\circ}$  N. & Lon- $6^{\circ}16'$  S. The night was fine.  
Sunday, January 28<sup>th</sup> 1854.

Nothing unusual has occurred to day. Had  
the forenoon watch on deck. Read Shakespeare.  
In the afternoon wrote in my journal, and  
on my letter to Commodore. After supper,  
smoked, and pipe, and am. The night was pleas-  
ant. Saw a ship towards night, standing on  
the wind, but too far off to speak. We are  
standing south, and hope to make <sup>the</sup> simi-  
dad. Had a rich occurrence last night-  
viz, the fellow on the look out got asleep,  
continuing to all rays. One of the fellows  
seeing him, hid him and then told the  
2<sup>nd</sup> mate, who threw a bucket of water over  
him, much to his chagrin, and the a-  
musement of the crew.

Monday, January 30<sup>th</sup> 1854 Lat  $11^{\circ}$  S Lon  $29^{\circ}15'$  W  
Had the forenoon watch on deck. In the af-  
ternoon, the mate had all hands on deck  
quite unsuccessfully. It grows more and more



hedgey every day. The 1<sup>st</sup> Mate is very, and is continually quarreling with the Mate. There will be more by and by. We live miserably, and I am quite down on Captain Potter. We raised some smoke in the afternoon, but they were going so fast that we did not lower. We also raised a ship about two points on the Lee bow, standing before the wind. I did not speak her. The night was squally. C. F.

Tuesday January 31<sup>st</sup> 1854.

This morning, I wrote in my journal, and commenced a letter to Mother. It is so long, since I have written to her, that I need the look. We raised a sail this morning, about three points on the Lee bow, but did not speak. In the afternoon, raised one on the weather bow, standing on the wind, in the same direction that we were. We gained on her, but, towards night she hauled off before the wind, and we soon lost sight of her. Set up the fore rigging, & stow. The night was pleasant.

Cutler, Feb. 31, 1854. 31

Wednesday, Germany, February 1<sup>st</sup> 1854.

This morning, knotted yards, and secured the flying jib stay & sheets. We raised a sail in the morning, but did not speak her. This ship is a regular work house, and we scarcely ever commence to clear up decks until 6 o'clock. Captain Potter is not what he seemed on shore. We are, to day, in Lat  $27^{\circ} 30'$  Lt  $15^{\circ} 15'$ . We expect to make Trinidad in a day or two. The weather is very fine and pleasant.

Thursday, February 2<sup>nd</sup> 1854. Lat  $28^{\circ}$  Lt  $17^{\circ} 18'$ .

This morning, raised a sail about 2 points on the starboard bow, but soon lost sight of her. Wrote on my letter to mother. Nothing of any importance has occurred to day. It has been squally & rainy during the night. I hear, that as soon as we get some more men, the Captain is going to have one of the Phosors, for I shall then have something fit to eat.

Friday, February 3<sup>rd</sup> 1854. Lat  $27^{\circ} 55'$  Lt  $15^{\circ}$ .

Had the forenoon watch on deck and knotted yards. Wrote on my letter to mother, and in my journal. Towards night, we secured the



yards, and stood for <sup>the</sup> Trinidad. We shall  
make the island tomorrow. Officers are  
restless and ugly, and talk of leaving someone  
on the island. Nothing unusual has oc-  
curred. The work goes hard and harder  
every day. I wish I was out of the ship. The  
Captain is repairing a boat that was part-  
ly smashed at the time of the storm, and  
is cross to everyone. I don't like him.

Saturday <sup>the</sup> February 4<sup>th</sup> 1854.

Much to our disappointment, we land-  
ed in sight this morning, and the Cap-  
tain found, by his observations, that we  
had passed the Island. He determined  
to keep on to Tristan d'Acunha, which  
lays in  $31^{\circ} S$ .  $17^{\circ} W$ , where he expects to  
get some more men. The usual duties of  
the ship have gone regularly on. The night  
was fine, and the moon makes it almost as  
light as day.

Sunday <sup>the</sup> February 5<sup>th</sup> 1854.

We raised two sails this morning, one on the  
mizzen, and one on the Lee bow, but could  
not come up with them. In the morning

I dropped up, for the first time, since coming aboard, and, felt like a different person.

In the afternoon, read and wrote. The nights are very pleasant, being moon light. We pass the watches smoking and carrying on, playing tricks on those who happen to get asleep. We raised some whales in the afternoon, and laid the main yard aback; but, as we could not see them sport again we did not lower. Monday February 5<sup>th</sup> 1854.

This morning we broke out some port and buff, some gails, and shudder soils boards. After breakfast, - it being our watch below - we had to go on deck, and rig the top soil shudder soil, and main & gallant shudder soil; moved away and stood S. by E. - Got out an old main soil and ripped it to pieces to make parcelling. Commenced a letter to F and C - A case by name, and a case in nature. Had more sport on deck during the night - than any time since we cleared.

Monday, February 5<sup>th</sup> 1854. Lat 28° W. L<sup>g</sup> 26° 3' S.

This morning was warmer than any time



11. The Mate had several of us learning to  
haul the Gun S. Gallant sail, and kept  
us at it for about an hour. He says that  
he will wear out the Mizzen top-sail  
hauling the green hands how to reef.  
He helped the Captain in repairing a boat.  
He is the most temperd man that I  
know. If every thing doesn't go to mis-  
take, down goes the hammer one way,  
theawl another, and the chisel a third.  
It is so warm below that it is impossible  
to sleep in our bunks, and we are obliged  
to sleep on our chests. Shifted the Studdens  
sails to the starboard side. Nothing else  
of importance has taken place.

Wednesday, February 8<sup>th</sup> 1854. Lat 26.41 S. Long 244.5 W.  
This morning we sent down the Main Top sail  
(which was the 2<sup>d</sup> Mate's business) and re-  
haired it. The 2<sup>d</sup> Mate is continually inter-  
fering with the Mate's watch. He is fast-  
getting the dislike of everyone. We took out  
some water in the afternoon, and made some  
tea. The weather has been very hot and un-  
comfortable; with no wind, and the

night was squally and rainy; so that we had to take in sudden shifts and flying jib, and to brace the yards. S. C. & S.  
Thursday, February 9<sup>th</sup> 1854.

This morning we painted the outside of the ship. Raised a ship, in the afternoon, off our lee quarter, but did not overhaul her. The officers kept us to work till almost seven o'clock;—most ships commence to clear decks at 4 o'clock—there are no regulations and everything is out of time. So that when I do get my watch below I am, almost always, too tired to write. It is impossible to imagine, I think, or that the voyage should be successful with such management. It has been a beautiful night, and the time passed quickly away.

Friday, February 10<sup>th</sup> 1854.

It has been a beautiful day, with haze by a cloud in the sky. Raised a ship, before breakfast, on the weather bow, and soon found that we had to many legs for her. We were too far to windward to run down to her, and, therefore left her behind. Wrote a valentine to



88. *Sho...*

Martha Hyde. She will, no doubt, be surprised  
to receive one written at sea, so many miles  
from Norwich. Broke out and stowed away  
the fore hold. Had some sick-spits in the  
night - bending a rope onto some fellows  
and towing them around the deck. The  
old mate is bound to keep us awake, but  
as long as he keeps us at work till 7 o'clock  
he will find it impossible.

Saturday <sup>Feb</sup> February 11<sup>th</sup> 1854.

To day we have been setting up the rigging.  
This morning it was squally; we took in the  
studdensails, fore & main & gaff-sails,  
and flying jib. <sup>Now</sup> The starboard boat is re-  
paired, and we got it up on the spar. We  
shall, probably, now commence to Chace deck  
before 7 o'clock. There has been a fair breeze  
during the night - from the North West. and  
we are going along at the rate of from 6 to 8  
knots.

Sunday <sup>Feb</sup> February 12<sup>th</sup> 1854. Lat 20° 11' N. Long 30° 36' W.  
Sunday, at sea is much a holiday. There is  
no work, except standing wheels and run-  
heads. <sup>Now</sup> The crew are allowed to do as they

getting on 37th time with the  
place. It is generally spent in reading, work-  
ing, and playing cards. Some few read the  
Bible, but most of them, some vile novel. I wish-  
ed my letter to David Case. I have so many  
to write, that it is impossible to keep more  
than one or two running along. Nothing un-  
usual has occurred to day.

Monday February 13<sup>th</sup> 1854.

Nothing unusual has taken place today  
except setting up the. Hoe rigging, working  
till 7 o'clock as usual. The Male is very kind  
to me and never gives me any hard work to do.  
He frequently gives me things from the cabin,  
and sometimes, gets things for me, as letters  
papers &c. The night has been very calm and  
beautiful.

Tuesday February 14<sup>th</sup> 1854.

Just-an-ye<sup>r</sup> ago to day, (Valentine's day) I  
left Colchester. How many changes have ta-  
ken place since then! I little imagined then  
of being so far from home in a year. It brings  
up many unpleasant, and some pleasant re-  
ollections, and has given me the Blues, I have  
written a few Valentines; but, am doubtful



whether they will ever reach their destination.  
 It has been calm and cool to day. We lightened  
 the fore-top must backstays, and put sur-  
 ings on the fore rigging. Raised some black  
 fish, in the afternoon, and lowered for them,  
 but could not find them. It is the first  
 time we have lowered, without any success.  
 It argues - according to the old adage, "of  
 three times and out" - bad luck. We are  
 now standing with the Starboard-ende on-  
 board, making a S-S by W. & SSW course. Nothing  
 else, of importance, has transpired. The  
 2<sup>d</sup> man lowered before the 1<sup>st</sup> time, contrary  
 to the regulations. There is a storm brewing  
 off, he will soon see his death.

Wednesday, February 15<sup>th</sup> 1854.  
 We broke out the main-mast this morning  
 and got out some lines to sheath the deck  
 underneath the lower, and condition of  
 sparfe. The regular duties of the ship have  
 gone on as usual. A heavy snow fell about 5  
 o'clock, and we observed the fairs which  
 made during the night, about 7 knots an  
 hour.

Thursday, February 16<sup>th</sup> 1854, Lat 33.15 S Long 162.57.

It has been squally to day, so that we did not get a fair shot at the sun. The ship rolled about a good deal, and there was no work going on. It blew pretty fresh during the night, and we took in the main & jellant sail, C S

Friday, February 17<sup>th</sup> 1854. Lat 15° W Long 34° 50' S.

Broke out some water, and commenced to sail down the fore rigging. We are expecting to make land to-morrow or next day. We are so far to the southward, that it begins to grow cold again, and on under this is very comfortable. Kept me up at the mast head till 10 o'clock, the ship heaving and pitching terribly, so that it was as much as I could do to hang on. The night passed pleasantly.

Saturday, February 18<sup>th</sup> 1854.

Finished rolling down the rigging this morning. Nothing, of any importance, has occurred. During the night - loosened all sail and squared the yards.

Sunday, February 19<sup>th</sup> 1854.

Spent the morning in reading. In the

From the picture of "Land Ho" was  
heard from the mast-head, and, in about  
two hours, we could see the outline of Iri-  
tan d'Aumka. The island is rock bound  
and a mountain, more than 2000 feet high.  
In clear weather, it can be seen more than  
20 miles off. — we saw it about 50 miles off.  
We squared away, and stood for the is-  
land at night.

Monday, February 20<sup>th</sup> 1854.

At day light, we were about 12 miles from  
the island, and stood on till within 4  
miles. It looked as if a line or ~~rule~~ line  
a line from the ship to the land was  
clear enough. The 2<sup>d</sup> Mate's boat lowered and  
took the old man ashore. We stood off  
and on till noon, when the Captain came  
aboard, bringing a load of potatoes and  
four of the islanders. We broke out some  
flour and matopef, which, the old man  
gave them for potatoes and wool. The  
starboard, and waist-boats went ashore  
in the afternoon. We stood off and on,  
as before, till about five o'clock, when



The waist-boat came off with another load of potatoes, a sow & six pigs, some chickens, & some ducks, with a few fish. About 6, the starboard boat came off, bringing a hind & fore quarter of beef, and a little dog. We had to break out the fore hold again to get a Hl of flour for the islanders. About 7, a dense fog came up, and it commenced to blow pretty strong towards shore. We laid the Main yard square, letting the top sail come aback, and lay to wait for the Captain; placing a lantern in the Main & mizzen rigging. We lay till ten o'clock, when, as the Old Man did not come aboard, and it was blowing pretty strong, the Mate ordered us to double reef the fore top sail, and single reef the mizzen top sail, and stood off from the land till about 4 o'clock, when we locked and ran in. The Captain got aboard about 1/2 past 7, and we squared away standing East by South.

at  
Husula February 21<sup>st</sup> 1854.

It is now blowing a stiff breeze, and, with all sail set, we are making about 7 knots.

I feel a little homesick today, and am glad to get away from land. As I am one of the ship's keepers, I did not get on shore. The island is usually called "Gova" and "Glopes". He was banished by the English for some political offence. Like Bellin's island, it is covered with forests, and wild goats abound. There about 87 white natives on the island. They live in stone houses thatched with straw. They have about a thousand head of cattle, and as many sheep. Ships are constantly stopping there, and they appear to live happily enough. There is nothing going on to any old hands being pretty well tired out. The Captain has given us plenty of fresh meat and potatoes; and, it seems to me that I never tasted any meat so delicious. Took in the flying jib in the night.

Wednesday February 22<sup>nd</sup> 1857.

Early this morning we set the main & gallant and fore top sail & sudden sails. It has been squally during the day, and, if we keep on at this rate we shall soon

24<sup>th</sup> Feb

New Zealand. Raised sail, standing on the same course with us, and when it grew dark, were fast overhauling her. Nothing else of importance has occurred.

Thursday February 23<sup>rd</sup> 1854. Lat 37.10 S Lon 103.37 W

It has been squally & raining today, and there has not been any work going on. We hauled the fore & main 4' gallant sails during the night. Co. E & S

Friday February 24<sup>th</sup> 1854. Lat 1° 30' E - Lt 35° 21' S.

Had the forenoon watch on deck, and spent the time in winding spun yarn according to the most approved style of steam power; and, in making lanyards for the water bucket etc. It blew pretty fresh, so that we took with main & gallant sail, I have now crossed the centre of the world twice. We are steering E. by S. and I expect the Captain intends to make Cape Horn, and get some more men & boats. We cannot expect to do much with the present crew. The night was cold but pleasant.

Saturday <sup>and</sup> February 25<sup>th</sup> 1854. Lat 35.9 S Long 2.26 E

Spent this morning in overhauling and



545  
arranging my chest. made permits, then  
after noon, to hoist in blubber with. About  
4 o'clock, the man at the Mast-head raised  
some porpoise, and we succeeded in  
taking one. It made about  $\frac{1}{4}$  gallon of  
oil. We set the middie-boards and altered  
the course to C.S.C. Some of our watch had  
a quarrel with the <sup>other</sup> watch, owing, to  
one of their men throwing water on one of  
ours. The mate was quite angry, and showed  
more spirit, in standing up for the  
rights of his watch, than ever before.  
Sunday, February 26<sup>th</sup> 1854.

Nothing of importance, has taken  
place to day. It has been fine and pleasant.  
Ant  
Monday, February 27<sup>th</sup> 1854.

The weather has been fine. We were en-  
gaged setting up <sup>the</sup> rig.

Tuesday, February 28<sup>th</sup> 1854. Lat 35.41 S. Lon 9.20 E  
We had the forenoon watch on deck,  
and, about 11 o'clock, the man at the  
Main Mast-head raised a sperm whale  
about  $\frac{1}{2}$  miles from the ship. It went

crown and came within  $\frac{3}{4}$  of an hour, when  
 he came up some three miles off. The boat  
 lowered, and, in 3 hours, had him along  
 side. He was a young whale (a bull) and  
 came near to chewing one of the boats. One  
 of the boat steers was knocked out of  
 the boat by the whale striking the steering  
<sup>rudder</sup> when in his flurry. The 2<sup>d</sup> mate put  
 the first-iron into him, and the mate  
 killed him. He took out about  $\frac{1}{3}$  of the  
 line. I remained aboard, and consequently  
 could not see much of the perfor-  
 mance. We fastened him to the ship  
 with a fluke chain, rigged the pennant  
 in the main top, and rose the cutting  
 falls. Took in sail, and hove the ship  
 to. Had boat's crew watches, so that each  
 watch had 7 hours below. C. C. & S.

Wednesday March 1<sup>st</sup> 1854.

It has been so rugged to day, that the  
 Captain did not commence to cut in.  
 The fluke chain parted, and we came  
 near to losing the whale. They are not  
 so large as we expected.

Thursday, March 2<sup>d</sup> 1854.

All hands were called at 1/2 past 4 and we commenced cutting in. The 2<sup>d</sup> Mate, as usual, was too officious, and cut several blanket-pieces wrong. The Captain finally got angry, and reprimanded him very severely. He undertook to remonstrate, but the Captain would not take a word from him, & ordered him to obey him in future; at the same time, intimating that he was Captain of his own ship. We only got the body cut in. Stood a new watch.

Friday, March 3<sup>d</sup> 1854.

We finished cutting in the head, and barked some 10 bbls from the case. About 1/2 o'clock we commenced to try out. I was put at the ringing horn to hold on the horse pieces. This is an easy job though a dirty one. It will be my pleasure for the voyage. We have had all hands on deck during the day, and stood 6 hour watches at night.



Saturday March 4<sup>th</sup> 1854.

We have had all hands on deck to day to try-out. The sea has been so rugged that it was impossible to keep the boats more than half full. Towards night it came on to blow so hard that we were obliged to take in sail and lay-to. We cooled down the pots, lashed the casks, & prepared the ship for a storm. It continued to blow hard during the night, and we stood boat's crew watches.

Sunday March 5<sup>th</sup> 1854.

All hands were called at 7 o'clock to make sail, and we had to put the fore-sail, fore top sail, doubled reefed, main & top sail, main reefed, and the jib, in order to keep her ahead of the seas, which, otherwise, would have broken over us. It continued to blow all day, but, calmed at night.

Monday, March 6<sup>th</sup> 1854.

The Starboard watch commenced, before breakfast, to try out, and we finished the whole about 7 o'clock at night, (much to the satisfaction of all hands) and con-

menaced to clean the tubs, and to clear up  
the decks. The night was pleasant.  
Wednesday March 7<sup>th</sup> 1864.

The sun rose clear, over as calm a sea as  
one could wish; and all hands commen-  
ced to stow down the oil. First, we pump-  
ed the water from the casks in the lower  
tier of the fore hold into the hold and  
pumped it out again with the ship's pump.  
Next, we rigged the hose tub, and led the  
hose to the casks in the lower hold, and  
then let the oil run from the casks on  
deck to those in the lower hold. This proved  
that the Captain is going to fill up as  
soon as possible. It took us till 9 o'clock in  
the evening to stow it away, and we were  
all tired out. About 10 o'clock, we raised  
a ship close aboard of us, standing be-  
fore the wind, (we were close hauled) so  
that we had to put the anchor <sup>up</sup> and  
to get out of the way. The mate hailed  
her, and she proved to be a French ship,  
bound home.

Wednesday March 8<sup>th</sup> 1852.

This morning, before breakfast I raised land, (the southernmost point of Africa) and had the pleasure of seeing the far famed Table Mountain, though about fifty miles off. <sup>And</sup> the Captain could have run easily, into Cape town but he is bound to go a cruise with the present crew - we shall have work enough - I have now experienced all the hardships of a sailors life, and, when I go in a boat, there will be nothing more to see. With so small a crew, it is impossible to manage without all hands when cutting in and trying out a whale; consequently, the work is hard, and, also, very dirty. We have 6 hours sleep in 24, and work the other 18. The whale has stowed down <sup>my</sup> 72 bbls, and, if we had not lost any, would have made between 90 & 100 bbls. My ideas of the size of a whale far exceeded the reality, but still, they are "Leviathan". The Captain found that the wind headed us off so, that we could not round the Cape, on the Starboard tack, and therefore



locked ship, and stood on the other  
 tack till about 2 o'clock at night, when,  
 we stood again for land. It is aggrava-  
 ting to our feelings to be so near land &  
 not be permitted to go ashore. The Cap-  
 tain is afraid the crew will desert, &  
 knows too much to give them an op-  
 portunity. We have been cleaning out the  
 fore hold, between decks, and stowing the  
 things snug. We have duff every day and  
 potatoes three a day since we took the  
 whole. This is so much of an event, that  
 I think it worthy of being mentioned.  
 The Mate and 2<sup>d</sup> Mate, just after supper  
 got into a dispute, calling each other all  
 kinds of names, and, if the Captain  
 had not come on deck, I think that  
 they would have come to blows. The Cap-  
 tain censured the 2<sup>d</sup> Mate very highly, &  
 he will probably leave the ship the first  
 time we go into port.  
 Thursday March 7<sup>th</sup> 1854.

To day we have monopolized the ser-  
 vant to make business with a vengeance.

ing, scrubbing the decks and bulwarks. We have been at it all day long, scrubbing, scouring, and sweeping, until the ship looks as clean as when new. There have been three ships in sight nearly all day, but we could not come up with them. We rounded the Cape this afternoon, and are now in the Indian Ocean spreading along with a stiff breeze. The weather is delightful, the nights moonlight, and pleasant.

<sup>Friday</sup> March 10<sup>th</sup> 1854.

This is the first time since taking the whale that I have been able to write in my journal; but, I have written, so that it will seem as if written regularly. We have been employed in picking bakum against taking another whale.

Saturday March 11<sup>th</sup> 1854.

The wind hauled off, and we set the main <sup>top</sup> sail, the top cross, and fore sheet sail. We have not done much of anything except fudding about deck. Towards 3 o'clock it came on to blow hard, so that we had

X  
Coke in the middle of E. gullies, & double reefed the fore top soil, double reefed the main top soil, & single reefed the mid-  
er top soil. It continued to blow pretty  
strong till about 3 o'clock, when it calmed  
down. The Captain has made all prepara-  
tion for rough weather, as he intends to  
cruise for a month or so, off the Crozet's  
islands, where it will very rough and cold.  
Sunday, March 12<sup>th</sup> 1854.

There has been a strong breeze all day, and  
we have had a heavy & lower straddled  
it. Just after dinner, a squall struck us  
and carried away the fore top mast stud-  
ding-soil boom.  
Monday, March 13<sup>th</sup> 1854.

We are now fairly into the Indian  
Ocean, and, if the present weather is a  
sample, it well deserves its name. The  
wind has hauled into the W. & W. N.  
and is blowing pretty fresh. The night  
is again moonlit.

Tuesday, March 14<sup>th</sup> 1854. Lat 30° E, L 85° 23' S.  
During the day the wind has risen, so



that we furl the l' gallant sails and  
flying jib, single reefed the mizen top  
sail, and double reefed the fore & main top  
sails. The Captain is bound to run her as  
long as she will stand it, so as to get on to  
the whaling ground early in the season.  
Thursday March 16<sup>th</sup> 1854.

The gale, for so it is, now, has increased;  
but the Captain will not take in any sail.  
The waves are rolling higher than I have  
ever seen them. They are long ones, however,  
and, consequently, not so dangerous as  
those of the gulf, which are short and bob-  
bing. Besides, we are going so fast that the  
waves cannot overtake him.

Friday March 17<sup>th</sup> 1854.

It still continues to blow hard, and we  
have made over 300 miles in the last 24 hours.  
This afternoon, the old tartan which  
holds the dawl to which the main and  
main top sail haws were made fast, and  
came near carrying away the main yard.  
We succeeded in fixing a new bolt, however,  
but was obliged to close up the main sail.

The ship was pitching fearfully, and, while on the lee yard arm, the port came near knocking me from the yard. It is hard, to lay out when a ship is rolling and pitching heavily. A fellow needs to use one hand for himself and the other for the owner. It has calmed down during the night, and we have shaken the reefs out of the main and misser top sails, and set the fore & main l'galant sails.

Saturday March 18<sup>th</sup> 1854. Lat 50° 0' N. Long 40° 28' S.  
We have made a great passage this week and are now close onto Pig Island, - one of the Crozet's. It is calmer than it has been since we left the "Gulf", and an overcoat feels comfortable. The mast heads are tedious. We have seen quite a number of whales, but, most of them, with the hump or fin back. Nothing of importance, has happened to day.

Sunday March 19<sup>th</sup> 1854.

We are steering south to day; the wind is oft and blowing fresh. The weather is at work all this morning & evening

studding sail halliards and tacks. As I am light, it always falls to me to reef the halliards, which, when the ship is edging, is not very pleasant. We have now been out more than three months; there is very little work to do, and I feel much more contented.

Monday March 20<sup>th</sup> 1854.

<sup>Sup</sup>The day has been cloudy, and raining; the wind has left us, so that it is almost calm (something unusual for these latitudes at this season). Raised anchors this afternoon and laid the main yard aback, but they proved to be hump backs. It was foggy and disagreeable during the night.

Tuesday March 21<sup>st</sup> 1854. Lat 45.40 S L 53.10 E

<sup>Sup</sup>This morning the Captain ~~ordered~~ braced round and is now making an east & north course. We are hoping soon to be in better weather. It is raining and cold - every drop weighs a pound. Broke out some beef and pork, and filled the scuttling butt. Had 8 hours out. It blew pretty fresh



and we finished flying jib, and fore + main  
to gallant sails. S E & C

Wednesday March 22<sup>nd</sup> 1854. Long 53° E Lat 50° S  
It has been blowing pretty fresh to day, and  
consequently we have done no work. Raised  
wholes again, which, proved to be hump back.  
took in the main & gallant sail and down  
be reefed the top sails. I lost my cap and  
came near falling from the yard.  
Thursday March 23<sup>rd</sup> 1854

We have not done any thing to day, the  
sea was too rough, and the wind too high.  
Friday March 24<sup>th</sup> 1854. Lat 43. 43 S L 64. 5 E

It still blows strong. The Captain is in  
a hurry, and cannot sail longer than he  
otherwise would. It has rained a good  
deal to day, and it is very cold. C & C

Saturday March 25<sup>th</sup> 1854. Long 68° E Lat 40° S.  
This morning, just before 8 bells, our  
hands were called on in haste, and  
on going on deck we found that the 2<sup>nd</sup>  
mate had - very foolishly, been setting all  
sails, and, that shortly after, a squall struck  
the ship aback carrying away the main

and parting the jib & flying jib. Every  
yard was out the tops, and the ship presented  
a picture indescribable. It blew so strong  
as to blow the sea, which had been running  
high, perfectly level, covering it with foam.  
The squall soon passed over, and we furled  
the mizen top sail and doubled up the  
fore and main top sails. It continued  
equally throughout the day & night.  
Sunday, March 26<sup>th</sup> 1854.

It has blown in squalls, very hard all day,  
so that we have not done anything. About  
12 o'clock at night, it came on to blow  
so hard, that we had to reef the fore and  
main top sails. While doing this, in attempt-  
ing to haul down the jib, it carried away  
tipping into a thousand pieces. We have  
now had a taste of every thing, except eat-  
ing away spars, and, if the canvas sail  
at this rate, it will not be long before we  
shall experience this also.

Monday, March 27<sup>th</sup> 1854.

Our course to day, is S. and we expect to  
make Amsterc in a day or two, Beske

at a dunnage 'gallant sail, and com-  
menced mending the jib. We are under  
double reefed top sails, and making a  
good passage.

Tuesday March 28<sup>th</sup> 1854. Lat 39.45 & 76.41 E  
Has been squally to day, and so rough that  
we have not done anything. The Captain  
found, by observation, that we were within  
a degree of the island. C E & C

Wednesday March 29<sup>th</sup> 1854.

Early this morning we saw the land  
about 12 miles on our lee bow. The island  
is rock-bound and uninhabited. The  
French send reckoners, here, to fish. At 3  
o'clock the Old Man sent 2 boats in, to  
fish. They were gone about 6 hours, and  
brought on board 7 bbls of fish, weighing  
from 6 to 40 pounds apiece. About noon  
we raised a ship standing from the  
westward towards the island, and soon  
made her out to be a whaler. She, having  
the weather gage of us, kept off till dark  
when she ran down, and the Skipper came  
aboard of us. Amongst his boat's crew, there



two fellows from Norwich. It was quite  
a ~~very~~ pleasure, to find someone, besides  
myself, from old Norwich. I was up  
about 7, and was here for the rest of the  
night.

Thursday, March 30<sup>th</sup> 1854.

This morning our Skipper went aboard  
of the ship, (the Julius Caesar, of New  
London, Captain Babcock) and we both  
squared away for the other island, St.  
Pauls, which we made about 4 in the  
afternoon. The Captain bought a boat, and  
after supper came on board, when, while  
the Julius paravell and stood on our  
side.

Friday March 31<sup>st</sup> 1854.

We are, now, having fish three times a  
day, and it is quite a luxury to taste  
anything fresh, after living on salt horse  
so long. We hauled the fish, which we  
had boiled, and hung a good many  
up to dry. It has blown pretty fresh. Our  
course is S E by E. The Captain hopes to  
get on to the New Zealand ground, in

about three weeks. Had a murr with the  
two (a mean fellow) and came near fight-  
ing with him. I am glad I did not. Found  
out that Captain Potter owns part of the  
ship. This, accounts for the living.

Saturday April 1<sup>st</sup> 1852. Lat 39.37 S 84.24 E

I have been for a while reminded of home,  
today, by the numerous jokes & pranks  
which have been played upon the fellows  
under license of the old custom of April  
fooling. But, April here and in the  
States, is very different. Here it is a cold  
wet day, and the precursor of winter;  
there, no doubt it is pleasant & warm.  
But, these reflections only serve to make  
me discontented and home sick, and  
consequently are foolish. We were called  
up from sleep to take in sail, and, when  
we got on deck found that a heavy squall  
was upon us. Luckily there was but little  
sail on and we soon reduced it to close  
reefed top sails. It soon passed over, and  
we shook out two gyps. Had a good breeze  
during the night. C S L & C. C S L

Sunday April 2<sup>d</sup> 1854. Long 87° E. Lat 39° 40' S.

It is pleasant to day, and, very comfortable on deck, in shirt sleeves. The course is, E. S. E. variation of 2 points. We are under double reefed top sails, and making good progress. To day, I have got a severe head-ache, and consequently, the ~~blues~~. Nothing of importance, has transpired. <sup>Captain</sup> He has got the blues, and looks black, as night. In fact, he always looks crook, and never speaks to any of the crew, unless to claw them. It is hard telling, on shore, what a man will be at sea. It was equally during the night.

Monday April 3<sup>d</sup> 1854

Let the main 'gallant sail before breakfast - and worked on the job. After dinner, the mates, & able seamen working on the job, not having anything to do, read Milton's "Paradise Lost". I like it much. It was calm during the night. Course S. E. E.

Tuesday April 4<sup>th</sup> 1854 Lat 41.45 N 96.31 W

Came on deck, after breakfast, and



found the Skipper raving and swearing  
because the decks were not scrubbed. We  
were immediately set to work, with the  
comb brooms, and kept at it all the mor-  
ning. Stood a mast-head, dog watch; the  
skipper on the job. Rain throughout  
the night. S. E. by E

Wednesday April 5<sup>th</sup> 1854.

Set the fore top mast - the closing sail, in  
the afternoon, bent the jib. Read Shok-  
spear. Dog watch, all hands were called  
to shorten sail; double reefed the top sails.  
Had very heavy squalls at night; close reef-  
ed the fore top sail, and furled the  
midden top sail.

Thursday April 6<sup>th</sup> 1854. Long 105° 41' S.  
Shook out the reefs out of the fore &  
main top sails, and loosed the midden  
top sail & jib. Very strong breeze all day,  
and, first watch, all hands were called  
to close reef the fore, double reef the main  
& furl the midden top sails, & jib.

Friday April 7<sup>th</sup> 1854, Lat 42.20 S / 112.56 E  
Controlled myself with the Shokospear

C, C & Co

as it was too rough to work on deck. After noon it calmed down considerably, and the wind hauled to the S.W. making it pretty cold. The Skipper carries Gail; as if he was bound to carry all the spars out of her. The cooper on her bottom, already, begins to peel off.

Saturday April 8<sup>th</sup> 1857. Long 112° 36' E. 42° 40' S. Broke out buff & pork, and altered the position of the boats on the barrels doing which, the Captain got mad - like a fool - and more like a pirate. Day watch, broke out water. Just after supper, the wind hauled to the North and we square the yards. The moon of night, is, again, lighting us on our way; making the nights go to pieces. We are, now, abreast of Cape Horn and shall soon be on the whaling ground. We have made a great progress through this ocean, crossing it in less than a month.

Sunday April 9<sup>th</sup> 1857. Long 116° 30' E. 45° S. The day has past as it usually does, in

reading, washing, and mending. Had the  
forenoon below and wrote up my journal  
which was somewhat behind. The weather  
equally, calm, and cold. Course C by S.  
Monday April 10<sup>th</sup> 1854. Lat 43.49 / 121.2. E  
Set the fore top and main C'gallant  
mudding sails. At 11 o'clock, the wind  
hauled. Beared the yards. Rigger the  
the cutting perclants. Weather, calm  
& foggy. C. E. by S.

Tuesday April 11<sup>th</sup> 1854.  
Simeul took another bunk this morn-  
ing, much to my relief and satisfac-  
tion. Stopped up the ends of my  
bunk with boards & canvas, rigged  
a curtain, and lamp, so as to read in  
the bunk. Overhauled the fish and  
packed them over. Weather, very calm  
mild, and pleasant. Course C by S.

Wednesday April 12<sup>th</sup> 1854. Long 127 E. Lat 44.8  
Filled seven casks with salt-water  
to settle the bows. Filled the scuttle  
butt. Broke out peas, and flour. C. E. calm  
& pleasant. Course C.



Thursday April 13<sup>th</sup> 1854. Lat 45.12 S 128.20 E  
Had the forenoon below-spended bucke  
and read. Set up the fore top mast-  
back-stay. Had a row, about relieving  
watches. After this, we must relieve in turn  
by minutes. Course E by N. Variation to the  
Southward of Westward. C E by S

Friday April 14<sup>th</sup> 1854.

Rigged the cutting guy blocks. The 2<sup>d</sup>  
Mate, to show his power, threw some of  
Lem's clothes, which he hung up to dry,  
on deck. Lem commenced to swear about  
it & when the 2<sup>d</sup> Mate told him he  
would see who was the best man, if he  
was not careful. The Mate took Lem's  
part, telling Bailey that he had nothing  
to do with the fore rigging, and  
telling Lem to hang up as many clothes  
as he liked. The 2<sup>d</sup> Mate is a brute, &  
has no more feeling than a stone. I  
watch, took in the gallant sails.

Saturday April 15<sup>th</sup> 1854. Lat 46.30 133 E

Fresh winds all day. Double reefed  
the fore and main top sails. About

2 o'clock, at night; fueled the fore & main  
top sails, and laid the ship-to. Course E.  
Sunday, April 16<sup>th</sup> 1854.

Blue haze, and rained this morning.  
Calmed down after dinner; set sail,  
and stood E by N.  
Monday, April 17<sup>th</sup> 1854.

Mended, and read Shakespeare's "Twelfth  
Night." I find great pleasure in these  
books which I have with me; they serve  
to drive away the blues. Wind hauled  
to the SW and blew pretty fresh: put  
fore & main sails -

Tuesday, April 18<sup>th</sup> 1854. Long 143° 20' E. Lat. 46° 20' S.  
Nothing, of any consequence, has trans-  
pired to day; wind flaky. About 7 o'clock  
in the evening, wind hauled to the S-  
and E; backed ship, and stood close to  
the wind. Wind pretty fresh.

Wednesday, April 19<sup>th</sup> 1854.  
Mended, and studied navigation. Made  
a start for the anchor rock. Divided  
the four hours, and stood three most-  
heads. Course, close to the wind. Very cold.

wind pretty strong. (S Bar)

Thursday April 20<sup>th</sup> 1854. Lat 48.34 S. 146.20 E

Turned the mast, and began to make a bag lanyard. Shook a reef out of the main top sail; set the main C'gallant sail. Foggy, calm, flaky, and very cold.

Friday April 21<sup>st</sup> 1854.

Made a lining to wifing jacket, and studied. Made a <sup>up</sup> ill-fisus; fixed braces in the barriers. Close to the wind. Very cold, flaky, and unpleasant.

Saturday April 22<sup>nd</sup> 1854. Lat 50 S L 153.40 E

Fixed the caboose cover for a platform to stand on, when lying-out. Set-up the hopper anew. Captain growled, because two or three grains were driven in the it. Made an op of himself. Watch relieved at low runnels past fur; a good improvement. Night, very calm and foggy. Cruise E, W, E.

Saturday April 23<sup>rd</sup> 1854.

Had forenoon watch below; washed & read. Weather, calm and pleasant.

Sunday April 24<sup>th</sup> 1854. Long 158° E Lat 51° 5' S

Broke out the abin hold for some sand



took out 24 casks and some boxes; found  
the weather some suspender. It has  
been a flat calm for two days - some-  
thing unusual for these latitudes -  
Southern lights very brilliant; Gambling  
is carried on to a great extent; and  
most of the green hands (fools) are  
losing their tobacco; some have already  
gone after for more.

Tuesday April 25<sup>th</sup> 1854.

Mended a coat; Wind hauled to the  
southward and eastward, and came  
pretty stiff and squally - Very cold.  
Seized some settings on the fore top-  
sail rigging.

Wednesday April 26<sup>th</sup> 1854 Long 162° E Lat 50° S  
Cut out some gumb from teeth. Weather  
er, squally, foggy and cold. Caught  
some speckled "Aiglets"; they are beau-  
tiful birds, and cannot rise from the  
deck.

Thursday April 27<sup>th</sup> 1854.

Mended and mended. Sent down the  
main 1<sup>st</sup> gallant studding sail, and

booms; squally and cold. Course E by N.  
Friday April 28<sup>th</sup> 1854. Lat 47.36. S L 163.15<sup>W</sup>

Hauled the fore and fore top mast-  
studding sails to dry. Read Coriolanus  
found it very interesting and exciting.  
flawly and squally. E by N

Saturday April 29<sup>th</sup> 1854. Lat 47.41 S L 166.57 E

Cut out a lining for my sleeping  
jacket, read. At one o'clock raised  
Kauai island: wind hauled off.  
raised some small islands to the S-  
of Kauai. At 7 o'clock took in the  
t' gallant sails and flying jib. At 8  
o'clock double reefed the top sails, &  
braced the yards. Course E by N. at 10:  
E. N. E. at 3 o'clock W. R. Rounded the  
northern cape of New Zealand.

Sunday April 30<sup>th</sup> 1854.

Found ourselves this morning on the  
eastern side of New Zealand, with the  
land off the lee quarter. Flood N E by N.  
After supper, each watch shortened sail.  
pulled t' gallant sails and jibs and main  
sail, double reefed the fore, close reefed the

name, and single reefed the mizen top-  
sails; laid the ship-to and stood boat  
news watches. Stand boat crew eight  
and half watches days. I am in the  
starboard boat crew; and like it very  
much.

Monday, ~~April~~ <sup>May</sup> 31<sup>st</sup> 1854. L 47.47. E. 809. M.  
All hands called at 6 o'clock A.M.,  
and, after getting breakfast, made  
ail. <sup>the</sup> packed ship. At 5 P.M. shortened  
ail. <sup>the</sup> boat's crew watches. Had  
2 hours below.

Monday May 2<sup>nd</sup> 1854

Called, and made sail as usual -  
stood on till within 10 miles of land,  
lacked ship, shortened sail, and stood  
watch as usual.

Wellesley May 3<sup>d</sup> 1852. Lat 47.13 S. 6 N E  
This morning, the Mate got up, crof-  
and, consequently, had all hands to  
pump out water. Went down fore & main  
masts. Sent up a stump  
fore mast. Had a row with  
the mate (a spiteful old fellow).



stood N. E. by E. Wind hauled fair.  
Cloudy, but pleasant.

Thursday May 4<sup>th</sup> 1854

Had the forenoon on deck, and raised  
wholes close to land; proved hump back  
Sent up fore 1' gallant yard and sail. At  
3 P.M. came on to blow, all hands called  
to take in sail.

Friday May 5<sup>th</sup> 1854. Lat 46. 15 S 61 11. 47 E

Worked on my project. In the afternoon  
helped the Skipper paint his boat. Took  
in sail as usual. N.E.

Saturday May 6<sup>th</sup> 1854.

Saw a great many hump & fin backs.  
All hands called to lower, on the opera-  
tion of the 2<sup>d</sup> Boat that they were sperm  
wholes; but the Skipper determined  
otherwise. At 4 o'clock P.M. took in sail. Cold  
and pleasant. Course N.E.

Sunday May 7<sup>th</sup> 1854. Lat 45 S. 1

Raised wholes at 9 A.M. Lowered &  
succeeded in taking one. Came on to  
blow. Let the whole out the length  
of both pluke chains. Carried away

the stern of the waist-boat. Skipper came  
on deck.

Monday May 8<sup>th</sup> 1854. 41-46°S—  
Continued to blow. Stood quarter watches.  
Had 20 hours out of 24.

Tuesday May 9<sup>th</sup> 1854.  
Cut in although very rough. The blub-  
ber hook tore out, and went through the  
waist-boat. At 9 o'clock P.M. commenced  
to try out.

Wednesday May 10<sup>th</sup> 1854.  
Raised whales before breakfast. Incised  
the waist-boat by nailing canvas over  
the holes—lowered, (whales on all sides  
of the ship) we came up close to the  
ship: the 2<sup>d</sup> & 3<sup>d</sup> mates pulled for him  
but galled him. The mate got fast to  
a hundred lb whale. The whale saw  
him, and, as the boat steered fired his  
first iron, struck the boat with his  
flukes, crushing the boat stern down  
upon the clumsy cleat—injuring his back  
and leg—and smashing the gunwale of  
the boat. The mate bent the dingy and

line tub to the line, and cast the line  
onboard. The Skipper set signals for  
the boats to come on board. The mate  
got into the 3<sup>d</sup> Mate's boat, and succeeded  
in taking the whole - an ~~un~~ <sup>un</sup> ~~made~~ <sup>made</sup> ~~cor~~ <sup>cor</sup>  
bbl fellow - After breakfast, commenced  
to cut in, and got all in but the head.  
Continued trying out. The 2<sup>d</sup> Mate got  
drunk, and was sent below.

<sup>Wed</sup> Thursday May 11<sup>th</sup> 1854.

Got all the old blubber on deck and  
cut it up. Continued to try out. At 3 P.M.  
came on to blow. Put all the blubber  
back again.

<sup>Fri</sup> Friday May 12<sup>th</sup> 1854.

Continued to blow from the S.W. cool-  
ed down and stowed quarter watches.  
Wind hauled. Head rope parted for  
the head.

<sup>Sat</sup> Saturday May 13<sup>th</sup> 1854.

Had the morning below. After dinner  
commenced to try out. Very squally &  
cold. All the officers are sick of the  
ship, and will leave.



Sunday May 14<sup>th</sup> 1854.

Got the lumbered boat onto the house, and put the Skipper's boat on the crane. Tried out - finished at 7 P.M. Very cold and squally.

Monday May 15<sup>th</sup> 1854.

Made sail at 6 A.M. Broke out the fore hold and stowed away. At 3 P.M. came on to blow; fueled the fire & fore-midmen top sails. Took us till 8 o'clock P.M. to get all the casks down. Stood boots crew.

Tuesday May 16<sup>th</sup> 1854.

Continued to blow. Stood boots crew was here day & night.

Wednesday May 17<sup>th</sup> 1854.

Broke out fore & after hold for flour and butter. The Skipper sent some butter forward - quite a treat.

Thursday May 18<sup>th</sup> 1854.

All hands called at 11 A.M. to take in sail; fueled every thing except the stay sail, & close uped main top sail. It blew more than  $\frac{3}{4}$  of the time. We have

gales to get the whales, to cut in, and to try out. Hood boats crew.

<sup>Full</sup> Friday May 19<sup>th</sup> 1854.

Continued to blow.

Saturday May 20<sup>th</sup> 1854.

Calmed down about 3 P.M. Broke out the rigging room, as the rigging was opening by the gully from the blubber room. Night, calm and pleasant.

Sunday May 21<sup>st</sup> 1854.

Made sail at 7 A.M. Hood half watch; had the forenoon below. After dinner saw some spouts; moved hump backs - Shortened sail at 5 P.M.

Monday May 22<sup>nd</sup> 1854.

After shortening sail, got out the hose tap and cleaned; rigged a main. Weather, calm & pleasant shortened sail at 5 P.M. Got Barnes's History of England of the Captain.

Tuesday May 23<sup>rd</sup> 1854.

All hands on deck to beat out the blubber room. Broke out the sail room for a "close mizen" and bent it.

field and pleasant.  
Wednesday May 24<sup>th</sup> 1854.

About 3 a.m. commenced to blow. At 10  
furled the main sail; at 4 P.M. furled  
the fore and mizen top sails - at 10 P.M.  
took in the fore sail. Stood boots crew.  
Thursday May 25<sup>th</sup> 1854.

Loosed the fore sail at 10 a.m. and  
wore ship. Stood quarter watch.  
Friday May 26<sup>th</sup> 1854.

Very foggy. Stood quarter watch.  
Had 20 hours out of 24. High tides.  
Employed the time in reading, play-  
ing cards, checkers, and the like a-  
musements. Wore ship -  
Saturday May 27<sup>th</sup> 1854.

Very foggy & rain - Stood boat's crew.  
Commenced the 2<sup>d</sup> volume of Harris.  
Found it very interesting.

Sunday May 28<sup>th</sup> 1854 -  
Very foggy and rainy - Stood boats  
crew.

Monday May 29<sup>th</sup> 1854

Foggy and rain. Lowered the 3<sup>d</sup> Malt's



boat and exercised the Captain's crew. Had the satisfaction of having the officers say, that I pulled the best oar. I took boats crews.

<sup>Wed</sup> Tuesday May 30<sup>th</sup> 1854.

Calm and foggy. All hands have employed themselves in pricking India ink into their arms - a foolish plan.

<sup>Wed</sup> Wednesday May 31<sup>st</sup> 1854.

Still foggy at intervals. I took most heads part of the day with boats crews. Set the jib.

<sup>Thurs</sup> Thursday June 1<sup>st</sup> 1854

I cannot help contrasting this weather with the weather at home. Here, cold, foggy, and disagreeable; there, probably, warm, blooming, and pleasant. And, although I am more contented than formerly, yet bad feelings will sometimes intrude themselves. All hands called at 7 A.M. to wash off and make sail; after which, the Carbow watch remained on deck. About 2 P.M.

run freshened - at 4 shortened sail.

<sup>Wed</sup> Friday June 2<sup>d</sup> 1854.

Calm, and foggy. Stood boats crews.  
Beese freshened.

Saturday June 3<sup>d</sup> 1854.

Stood boats crews, foggy.

Sunday June 4<sup>th</sup> 1854.

Beese pretty stiff. Stood boats crews.  
It being the Captain's wedding day,  
or rather the anniversary of it, a  
pitcher of wine was passed forward,  
and we drank the Captain's health,  
wishing him success, long life, and  
plenty of babies.

Monday June 5<sup>th</sup> 1854.

All hands called at 10 A.M. to  
make sail. Beese strong from the N.E.  
Stood close by. At 2 P.M. raised some  
black fish; lowered but could not  
come up with them. Shortened sail  
at 4 P.M.

<sup>Tues</sup> Tuesday June 6<sup>th</sup> 1854.

All hands called at 7 A.M. to make  
sail. Stood  $\frac{1}{2}$  watches and made heads

Shortened sail at 4 P.M.  
Wednesday June 7<sup>th</sup> 1854.

Calm and foggy. Stood boat's crews.  
Found vermin on one of the fellows,  
and were going to hand saw him;  
but concluded to tell the mate.  
Thursday June 8<sup>th</sup> 1854.

Made sail at 7 A.M., and stood 1/2  
watches. Found vermin on another  
fellow, who was exceedingly filthy.  
At 4 P.M. took him across a chest,  
and each man struck him twice  
with a paddle, making cry out  
lustily. He went aft to the Skipper  
who called all hands and gave  
them a severe lecture; allowing that  
he was able to administer justice, &  
threatening us, if we had any more  
rows of the kind. Bunch fresh from  
this boat.

Friday June 9<sup>th</sup> 1854.

Calm & foggy. Stood boat's crews.

Saturday June 10<sup>th</sup> 1854.

Stood 1/2 watches. Made sail at 8 A.M.



Wind from the S.W. squared in and  
stood before it. Shortened sail at 4 P.M.  
took in the fore sail.

Sunday June 11<sup>th</sup> 1854.

Made sail at <sup>10</sup> A.M. Bore out wa-  
ter. Wind S.W. Took in sail at 4.

Monday June 12<sup>th</sup> 1854.

Made sail at 9 A.M. Stirred  $\frac{1}{2}$  roach  
wind S.W. and strong. Bought 1000  
sears of the Captain for \$20.

Tuesday June 13<sup>th</sup> 1854.

Made sail at 8 A.M. Wind S.W. and  
strong. Took in sail at 4 P.M.

Wednesday June 14<sup>th</sup> 1854.

Laying to in a gale.

Thursday June 15<sup>th</sup> 1854.

Calmed down at 2 P.M. made sail  
raised whaloes; all hands called  
to clear away the boats; prodd  
hump backs - close to land.

Friday June 16<sup>th</sup> 1854.

Made sail at <sup>10</sup> A.M. Raised whaloes  
on the weather bow; lashed ship  
and came up with them at -

$\frac{1}{2}$  past 4 P.M. lowered, but did not  
succeed in taking any. Canied at  
sail, and stood  $\frac{1}{2}$  watch.

Saturday June 17<sup>th</sup> 1854.

Went on deck at 7 A.M. Raised sperm  
whales on the weather bow and bear-  
tacked ship. Shortened sail at 4 P.M.  
at 5 P.M. saw the whales, but as it  
was late, did not lower. Breeze from  
the S.W. pretty fresh.

Sunday June 18<sup>th</sup> 1854.

Made sail at 8 A.M. At 9, raised  
sperm whales; lowered, and the 3<sup>d</sup>  
Mate's boat-steerer missed a good  
chance for a large whale: pulled to  
leeward of the ship, but coming on  
to blow, we were obliged to go aboard.  
I pulled the Mate's after oar. Lookt  
in every thing; at 3 P.M. saw an y/  
quantity of porpoises and black  
fish; too rough to lower.

Monday June 19<sup>th</sup> 1854.

Made sail at 8 A.M. Breeze strong  
from the S.W. Nothing unusual has

occurred. Got the 5<sup>th</sup> volume of Harris  
History of England. Took in sail at  
5 P.M.

Tuesday June 20<sup>th</sup> 1854.

Laying-to in a gale.

Wednesday June 21<sup>st</sup> 1854.

Laying-to in a gale.

Thursday June 22<sup>nd</sup> 1854.

Made sail at 8 A.M. Wore ship &  
stood towards land. At 5 P.M. put her  
under close reefed top sails.

Friday June 23<sup>rd</sup> 1854.

Made sail at 7 A.M. At 7, raised  
skinn ~~as~~ sails ~~at~~ lowered, and the  
mate's boat steer missed a chance  
on account of the whale's lower-  
ing his hump and, at the same  
time, rolling. He struck him with  
the second iron, but it drew. The  
Skipper was mad, and swore like  
a pirate. At 12 - he waived them a-  
board. Saw whales all the afternoon  
but as they were galled, we did not  
lower.



Saturday June 24<sup>th</sup> 1852.

Made sail at 7 A.M. Raised whales on the weather beam, but did not come up with them. At 5 P.M. took in every thing. Calm and pleasant.

Sunday June 25<sup>th</sup> 1852.

Calm. Did not make sail.

Monday June 26<sup>th</sup> 1852.

Made sail at 7 A.M. Very cold - Strong breeze from the S.E. Shortened sail a 5 P.M.

Tuesday June 27<sup>th</sup> 1852.

Laying-to in a gale - At 5 P.M. wind S.E. set the fore-sail, and heaved S.W.

Wednesday June 28<sup>th</sup> 1852.

All hands called at 8 A.M. to take in the fore-sail. Wind hauled to S.W. Had some very heavy squalls.

Thursday June 29<sup>th</sup> 1852.

Made sail at 1 P.M. Nothing unusual occurred. Carried sail all night.

Friday June 30<sup>th</sup> 1852.

Made sail at 8 A.M. and set the t' gallant sails for the first time since we came here. 3 P.M. the cry

f, "Sail ho" - was heard from the mast-  
head; the first that we have seen on the  
round. Wind W. S. W.

Saturday "July" 1<sup>st</sup> 1854.

Made sail at  $\frac{1}{2}$  past 7 A.M. Two, stood  
the "mast-heads, and then, the "wheels".  
The sail was not in sight, as we hoped  
it would be, so that we have lost our  
chance of hearing from home, for the  
present. Steered S. W. Weather mild  
and pleasant. Got Scott's works of  
the Captain.

Sunday July 2<sup>nd</sup> 1854.

Lying-to in a gale.

Monday July 3<sup>rd</sup> 1854.

Made sail at 8 A.M. Killed one of the  
higs; weighing about sixty pounds.  
It & took in everything.

Tuesday July 4<sup>th</sup> 1854.

My thoughts naturally revert to my  
native country on this anniversary of  
its independence, contrasting my pre-  
sent position with my situation a  
year ago to day. And, although I feel

sad at the remembrance of friends  
and associations in America, yet  
would I not wish, at present, to be  
there, exposed to all the temptations  
of former connections. The day, prob-  
ably, so pleasant in the States, is here  
cold and disagreeable. It is a kind  
of holiday however; all hands being  
below, and making as much of it  
as circumstances will allow. For  
dinner, we had a "sea-pie" made  
of the pig; which was highly relish-  
ed. Thus we passed the day which  
makes many an heart-beat with  
pride; wishing, that before another  
year should close, we might be on  
our way home with a full ship.

Wednesday, July 5<sup>th</sup> 1854.

Made sail at 8 A.M. shook out all  
the reefs and stood in shore. At 3  
P.M. came on to blow from the S.W.  
took in every thing, laying the  
ship to.



Thursday July 5<sup>th</sup> 1854.

Lying-to in a gale.

Friday July 7<sup>th</sup> 1854

Made sail at 7 A.M. stood in shore with the peninsula in view. Soon after the Skipper came on deck, and said that he was going North. At 12, much to our satisfaction, squared in and stood N. At 10 P.M. stood W by S. We shall now have some milder weather, and go into a better port.

Saturday July 8<sup>th</sup> 1854.

Shook out the reefs at 8 A.M. Wind hauled to N.E. and headed us off. Took in sail at 5 P.M.

Sunday July 9<sup>th</sup> 1854

Made sail at 7 A.M. Calm and foggy. About 3 P.M. raised an hump back off the weather beam. The mate lowered, taking a gun for shooting bomb lances, but did not succeed in getting a shot at him. At 5 P.M. double reefed the top sails.

Monday July 10<sup>th</sup> 1854.

all hands called at 7 A.M. and, after making sail, scrubbed the decks for 2 hours. Saw some humming birds. Wind hauled to the southward; course, N. N.W. Raised land 2 points on the weather bow, they looked like islands; but the skipper could not find them on the chart, and thought they must be the mountains in the interior more than 180 miles off. Braced forward the main yard aback and stood off and on.

Tuesday July 11<sup>th</sup> 1854. Long 175° E. Hoisted square in and stood N. N.W. for land; but as we saw none at 5 P.M. when we double reefed the top sails.

Wednesday July 12<sup>th</sup> 1854.

Wind hauled to S. and blew pretty fresh. At 8 A.M. furlled the main top sail, and stood N. N.E.

at 5 P.M. close reefed the fore top sail,  
Thursday July 13<sup>th</sup> 1854. Long 179° 3' E Lat 37° 4'  
Made sail at 7 A.M. and stood N.  
E. Wind hauled in the afternoon.  
Took in sail at 5 P.M.

Friday July 14<sup>th</sup> 1854.

Made sail at 7 A.M. Blew pretty  
fresh from the E. S. E. At 4 passed  
the East Cape, at 7 took in the  
fore and main top sails & jib

Saturday July 15<sup>th</sup> 1854.

All hands called at 5 A.M. to take  
in the fore sail; all the coverings  
having parted, and to close reef  
the main top sail; after which  
we luffed her to the wind and set  
the Spencer.

Sunday July 16<sup>th</sup> 1854.

Lying-to in a gale.

Monday July 17<sup>th</sup> 1854.

Lying-to in one of the hardest  
gales we have experienced.

Tuesday July 18<sup>th</sup> 1854. Long 178° E Lat 34° 48'

Made sail at 7 A.M. and stood



Broke out water; keels pretty fresh.  
Shortened sail at 5 P.M.

Wednesday July 19<sup>th</sup> 1854.

Blew strong from the N.E. At 1 P.M.  
took in the fore top sail and luffed  
her to the wind. Very heavy squalls.

Thursday July 20<sup>th</sup> 1854.

Made sail at 7 A.M. and stood full  
by in the morning, and S.W. by W in the  
afternoon. Killed the old cow, who qu-  
-ed up the ghost with great reluctance.  
At 5 P.M. just as we were taking in sail  
James Thompson - one of the forward  
hands - who had been sick with the  
fever ague and consequently, was too  
weak to hold on, slipped his hold of  
the main top sail cross-tee and  
fell to the deck, striking the crane  
lines, the fairlead, and finally a  
belaying pin, breaking his arm, and  
bruising his face considerably, but  
apparently, injuring himself other-  
wise. The distance was about 70 feet.  
It must have proved fatal if he

and not struck the crane lines. The ship  
seems unlucky. The mate set his arm  
and bandaged it. The Skipper felt very  
bad, and too much excited to do  
anything; but kept saying, O God!  
O Lord! What does it mean?

Friday July 21<sup>st</sup> 1854. Long 174° 3' E Lat 34° 14' S.  
Made sail at 10 A.M. calm & pleasant,  
with the exception of a few rain squalls.  
Had a sea pie for dinner out of the do-  
w. At 5 P.M. took in the top sails  
and laid the main yard aback.  
Saturday July 22<sup>nd</sup> 1854.

Made sail at 11 A.M. Courses, S W by W,  
W S W, W by S. Broke out head. At  
1 P.M. raised two sails, one on the Star-  
board, and one on the Larboard bows.  
Became calm and stood for the one  
on the starboard bow; but she would  
not speak us, we took in sail and  
laid the main yard aback. They  
were merchantmen, probably bound  
from Australia to the Bay of Islands.  
At 5 P.M. took in Cape bow S W by S.

Sunday July 23<sup>rd</sup> 1854.

Made sail at 7 A.M. and stood S.W. by W with the western coast of New Zealand in sight. Raised a sail on the weather bow and stood for her, but seeing some beaches in the line on course and did not speak her. She appeared bound round the N. Cope, at 9 A.M. sighted the "Three Kings" bearing W by S. passed them at 3 P.M. and at 6 took in sail, and luffed to the wind.

Monday July 24<sup>th</sup> 1854.

Made sail at 7 A.M. Weather, calm mild and pleasant. We are now on the new cruising ground which lies between ~~the~~ <sup>the</sup> Three Kings and ~~French~~ <sup>the</sup> French Rock. At 5 P.M. double reefed the top-sails. Course, full & by.

Tuesday July 25<sup>th</sup> 1854.

Shook out the reefs at 7 A.M. Course, close to the wind; raised whelps on the lee bow and kept off for them, proved hump-backs. Wind hauled



S-B. At Sun down, double reefed  
the top-sails.

Wednesday July 2<sup>nd</sup> 1854.

Shook out the reefs at 6 $\frac{1}{2}$  A.M. Stowed  
down the remainder of the oil, run-  
ning some of it. Saw plenty of hump-  
backs - At 5 double reefed top-sails.

Thursday July 2<sup>nd</sup> 1854.

All hands called at 6 $\frac{1}{2}$  A.M. to rent  
decks; after which made sail, and  
stood close to the wind. Wind hauled  
N.; squared in and stood C. Doub-  
le reefed the top-sails at sun-set.

Friday July 2<sup>nd</sup> 1854.

Shook out the reefs at 6 $\frac{1}{2}$  A.M. Saw  
one hump-backs - At 8 the western  
most bore off and the Green Knigs  
W.S.W. Finished my letter to Ed-  
ward some rattlings on to the fore-  
rigging - At 5 furled the jib, fore  
sailed top-sails.

Saturday July 2<sup>nd</sup> 1854. Log 172, H 33, 4.5  
Made sail at 6 $\frac{1}{2}$  A.M. Brought out  
mole-ropes, Rigged the main ropes

and stanchions, preparatory to going  
into port. Course S. E. by E. stood up to  
the main land; at 12 haced forward  
and stood close to wind. At 1 m - set  
close reefed the top-sails.

Sunday July 30<sup>th</sup> 1854.

Shook out the reefs at 6 1/2 A. M. Course  
a good full with the wind S by E. At  
1, coming on to blow, took in every thing  
and set the spencers; hoisted the boat  
to the davit-heads and made the usual  
preparations for a gale.

Monday July 31<sup>st</sup> 1854.

Lying to in a gale.

Tuesday August 1<sup>st</sup> 1854.

Shook out the reefs and made sail at  
6 1/2 A. M. Sent down the spanker to  
mend it. Broke out the butter, and  
got some of the steward. At 11, all  
hands called to lower for black fish.  
Took two, cut them into horse pieces.  
Double reefed the top sails at 5.

Wednesday August 2<sup>d</sup> 1854

Shook out the reefs at 6 1/2 A. M. Sent

down the main-sail. Came on to blow,  
took in everything and set the open-

Thursday August 3<sup>d</sup> 1854. Long 174° 10' E. Lat 33° 45' S.  
Made sail at 6 1/2 A.M. Mined the black  
fish, broke out-flom, sent down the  
pauker and mended it. Course N by W.  
Saw pretty fish. At 5, took in sail &  
luffed to the wind.

Friday August 4<sup>th</sup> 1854. Long 169° 33' E. Lat 32° 20' S.  
Made sail at 6 1/2 A.M. Wind strong, Course  
N.W. with the wind on our quarter.  
Nothing to do, but plenty of time for  
baking. Luffed to the wind at 5.

Saturday August 5<sup>th</sup> 1854. Long 168° 45' E. Lat 31° 55' S.  
Made sail at 6 1/2 A.M. Tied out the  
black fish, which made three bbls of  
excellent oil to burn. Saw some whalers  
and stood for them, but they proved to  
be hump-backs. At 5, took in sail &  
luffed to the wind.

Sunday August 6<sup>th</sup> 1854. Long 163° 12' E. Lat 30° 12' S.  
Made sail at 6 A.M. At 1 P.M.  
raised "Norfolk" island "right ahead"



stood for it till sun-set; lashed the  
look in sail, and luffed to the  
wind. Were round at 12.

Monday August 7<sup>th</sup> 1854.

Made sail at 6 1/2 A.M. and stood  
in till within 5 miles. 2<sup>d</sup> & 3<sup>d</sup> Masts  
lowered and pulled in to fish.  
Caught a bot full. Pulled the 3<sup>d</sup>  
Mast after oar. A beautiful is-  
land, much too good for convicts.  
Wanted to go ashore, but were not  
permitted. Came aboard at 2 1/2 P.M.  
raised a ship, at anchor, on the  
northern end of the island; sus-  
posed her to be either a man of  
war, or a convict ship; soon after,  
she got under way. At 5, took in  
sail. Were round at 12.

Tuesday August 8<sup>th</sup> 1854.

Made sail at 6 1/2 A.M. very calm.  
sent up the main yard and bent  
it. Sent down the fore sail to  
mend the foot. Got the waist-  
boot on deck to repair it. At 5

double reefed the top sails.

Wednesday August 9<sup>th</sup> 1854.

Hook out the reefs at 7 A.M. very calm. Heeded off land - finished my letter to Wash. Lathrop. It being my birth day, my thoughts strongly revert to home. We are now almost 8 months out, and I am sick enough of seeing nothing but water, gods of wood, &c. &c. A year ago, in Norwich, I had every chance for improvement and advantage; now here, I am shut out from humanity, with the prospect of remaining here till I die; a pleasant life, doubtless, to many, but not coinciding exactly with my present feelings. Went out to pop the cork for the first time. Double reefed the top sails.

Thursday August 10<sup>th</sup> 1854.

Hook out the reefs at 7 A.M. Course close to the wind & S by E. Sent down

the fore top sail at lifts, and served them. Seized the rattlings onto the futtock shrouds - tamed all the rattlings on the fore rigging. Main t' gallant runner parted; bent a new one. Double reefed the top-sails at 5 P.M.

Friday August 11<sup>th</sup> 1854. Long 170° E Lat 32° 18' S. Shook out the reefs at 6 1/2 A.M. Course S by E, wind off and strong. Raised two sails, one on the weather, and one on the lee bow, did not speak them. Double reefed the top-sails.

Saturday August 12<sup>th</sup> 1854. Lat 35° 24' S. Shook out one reef out of the main top sail. Blew very fresh. Course S by E. At 5, furled the mizen top sail and gib, and close reefed the fore and main top sails.

Sunday August 13<sup>th</sup> 1854. No sail made; blowing very fresh. Course S by E. Wind hauled to E. At 5, took in the fore sail, fore top sail, set the spencers, and brought



See to,

Monday August 14<sup>th</sup> 1854.

Blowing a gale with a vengeance. Seas extremely high, & violent. The ship lying light, labors very hard, taking on a great deal of water; and once among the slush and water bbls, and everything that was loose off. That we had to keep the gangway diked out to let the water off. Turned up the starboard boot.

Tuesday August 15<sup>th</sup> 1854.

Still blowing very hard. Carried away three slide boards on the larboard side.

Wednesday August 16<sup>th</sup> 1854.

Made sail at 7 A.M. Bore out wa-  
ter. Broke, between decks, between the  
line of main hatches, for pipe shut-  
tles and a cask of hoops and heads  
belonging to them. We are trying  
to make a passage through Cooks  
straits, but the wind being dead a-  
head, do not get ahead much.

at 5; close reefed the top sails. At 12  
P.M. wind hauled to the southward;  
wore ship. Very rainy.

Thursday August 17<sup>th</sup> 1854.

Made sail at 7 A.M. At 11, raised speer  
wholes from the deck. All hands  
called; lowered; but, owing to a dense  
fog coming up, could not get fast.  
Lost sight of the boats; got the can  
on up to let them know where we were  
but just then they bore in sight. At  
2, raised them again on the lee beam  
lowered, the 3<sup>d</sup> Mate taking the gun,  
got to them and fired a lance in  
to him, but it did not explode, and  
as the Skipper did not allow them  
to go out of sight of the ship, they  
came on board. At 3 took in the  
jib, at 5 everything but close reefed  
the fore & main top sails. Wore ship  
at 12 P.M. Course, close to the wind.  
Friday August 18<sup>th</sup> 1854.

Long 167° E Lat 37° 55' S.  
Made sail at 6 1/2 A.M. Set up and

pipes of 22.7 gallons each. Course,  
N.W. by N in the morning. Were  
und at noon and stood E by S.  
raised some spouts and kept off  
for them, but could not see them  
again. Double reefed the top sail  
4-5. Pretty calm.

Saturday August 17<sup>th</sup> 1854.

Shook out the reefs at 6 1/2 A.M.  
Very calm and pleasant. Set up  
four more pipes. Made ~~said~~ a car-  
riage for the canon. At 4 P.M. raised  
sperm whales at 3 miles to wind-  
ward - lowered and pulled for  
them; but they came up some two  
miles to leeward of the boats. The  
mate got almost onto him when  
he turned flukes; and as it was  
sun-set he could not follow him.  
Came on board and took in the  
main 1<sup>st</sup> gallant sail, & double  
reefed the top sails. At 12 P.M. a  
light-breeze sprung up, shook the reefs  
out of the main top sail & set the



t'gallant sail; stood N W by W.  
Sunday August 20<sup>th</sup> 1854.

Shook out the reefs at 6 1/2 A.M.  
Dead calm. Saw some fin-backs.  
At noon were round, & stood E - a light  
breeze springing up. We are now bound  
for port; and rumour says for Wel-  
lington, a port in Cooks Straits. At 5,  
double reefed the top sails.

Monday August 21<sup>st</sup> 1854,  
Long 172° E. Lat 40° 29' S.

Shook out reefs at 6 1/2 A.M. Course,  
E by S. At 2 P.M. raised Cape Fawcett  
stood for the Straits, and entered  
them about 9. Set up run pipes.  
Got out the cat-hooks, devil's claw  
fish tackle. At 5, double reefed the  
top sails; shook them out at 12.

Tuesday August 22<sup>nd</sup> 1854.

Were about 10 miles up the Straits  
with the land about 15 miles to  
leeward. At 10, raised a sail rais-  
ed on the weather quarter. Breeze  
sprung up at 11, right after us.

got up the cables and bent them  
lugged some of the cables, and  
got everything ready to come to an  
anchor at short notice. Flood sea  
rotches, and carried all sail.  
courses, Ely S. E. Ely N. & C. N. E.  
Wednesday August 23<sup>d</sup> 1854.  
Raised a sail at 6 A.M. She came  
down & hailed us. Proved the brig  
"Uetus" of New York, originally, but  
just from Melbourne, Australia. He  
had misread his reckoning, and been  
on ground. Reported the gold diggings  
well. Run down to "Cavity Island", &  
the Skipper went ashore at 8 A.M., but  
as he could not get anything that  
he wanted, he soon came aboard &  
squarred away for Wellington. At  
3 P.M. raised the Uetus ahead of  
us. Run down to her, and the Skipper  
went aboard, and found that  
she was bound for the same Port with  
us, and had got the only Pilot in  
the place. However, the Skipper was

very polite, and offered to come to  
an anchor off the mouth of the bay,  
which runs up some ten miles, so that  
in the morning we might follow him.  
We stood in for the light, and at  
7 P.M. the Pilot ~~boat~~ came aboard &  
anchored us; after which, Captain  
Potter went aboard the brig in a ca-  
rouse. There were quite a number of  
ladies and other passengers aboard.  
Plenty of liquor passed forward, and  
we had a merry time. After dropping  
anchor, pulled everything. Run out  
65 fathoms of cable.

Thursday August 24<sup>th</sup> 1854

All hands called at 6. Weighed an-  
chor at 7 and stood up the bay. The  
Pilot being aboard, and the brig fol-  
lowing, we soon left her behind, how-  
ever. The wind being ahead, we beat  
up the bay, and came to an anchor  
at 2 P.M. The Skipper and Pilot soon  
after went ashore, but he did not  
allow anyone to land, but sent



the boat-~~aboard~~ again. A good many  
persons came aboard, and amongst  
them the custom house officer, who  
has taken up his quarters aboard.  
About 4, the brig came to an anchor  
and soon after a mofodite schooner  
came in, by name, Wellington. There  
was a steam ship, a bark, a brig, and  
ship lying in the harbor. It is a  
splendid anchorage, and we run  
in till within about a mile. After  
months, we are at length in port,  
and in a good one too. We are ma-  
king merry with a drum, tamb-  
ourine, accordion, bones, &c. After dark  
we went aboard the brig, and did  
there for the Captain. Came aboard  
about 12 and bought off some traw-  
ling.

Friday August 25<sup>th</sup> 1854.

All hands called at 6. Washed  
the decks, and got the coals on  
board in a raft, rigged tackle &c.  
Had fresh meat, potatoes, & turnips.

for dinner. After dinner went off  
and filled the rest for swells.  
Saw any quantity of Morry's  
and some very pretty ones. Left the  
boats ashore, and came aboard at  
5. The 2<sup>d</sup> Mot got us some liquor  
ashore, and some of the fellows got  
pretty drunk, Had all night in.  
Saturday August 26<sup>th</sup> 1857.

All hands called at 6. As it was  
raining, we did not paint ship, but got  
of the casks and hoisted them aboard.  
After dinner all hands went ashore  
to have a ramble and shake out the  
scurvy, but did not have any more.  
Found the place very handsome,  
with billiard tables, ten-pin allie,  
and other places of amusement.  
All hands got drunk, and came  
aboard from 6 to  $\frac{1}{2}$  past ten. Some  
were hoisted aboard. Went up among  
the Morry's, and found some of  
them very pretty.

Sunday August 27<sup>th</sup> 1857.

All hands called at 6, and, after clearing the decks, were all called off and underwent a lecture of the Skipper. He told us that we should expect to find many temptations, in the hope of big wages, very kind friends before and then said, that we were embarked in a mutual enterprise that he had always endeavored to treat us like men, and hoped he had succeeded — to which we all gave assent — remarked that if we left him, he should be in a fix, but should still try to do his best, and finally, that he hoped we would not leave, and that he believed, if we did go, we should ultimately regret it. After this we went ashore. Some of us to church, and some to trade off tobacco for English money. Nearly all kept sober & all but two boat-steerers of the "Coffee" came aboard at 7 P. M.  
Monday August 28<sup>th</sup> 1854



All hands called at 6. After getting  
breakfast, commenced to paint ship.  
Painted, from the water's edge up to  
the first moulding slate color, the  
chains red, and the rest black. Got  
through, and cleaned decks about  
4-

Tuesday August 29<sup>th</sup> 1854.  
All hands called at 6. Went ashore  
after some fresh meat & potatoes.  
finished painting the stern, took  
a raft ashore. Starboard watch  
went ashore at 11 A.M. and had  
a crown piece, most remanized a  
shore, got off the raft and hoisted  
it aboard.

Wednesday August 30<sup>th</sup> 1854—  
All hands called as usual, and  
pulled ashore for the watch. After  
breakfast, rolled all the coals to  
the larboard side, coals to keep  
the ship, in order to copper her.  
Got up about 30 empty casks &  
filled them with water. After

dinner, the Larboard watch went  
shore, some got-drunk, and were  
brought-aboard. The red-head all  
right, at the Wellington coffee house.  
Thursday August 31<sup>st</sup> 1854.

After breakfast, a boat-came off  
for us, and, all but three, went-  
aboard. Got-up more casks and fil-  
led them; rigged a cork at the end  
of the fore & main yards; and on-  
d each of the davits; laid the  
ship almost on her beam ends. Got-  
up the copper on about 2 P.M. let-  
the water run off, and brought-the  
ship to rights. Weather rainy, cold,  
and disagreeable. Chanced the dealer  
Sold 12 pounds of tobacco for 2 shil-  
lings a lb. Cooper went-off in the  
morning, and was brought-aboard, a-  
bout 12 P.M., dead drunk. The Skip-  
per was pretty sized, but did not say-  
anything to him.

Friday Sept. 1<sup>st</sup> 1854 -  
all hands employed in breaking

out, and stowing down water in the main hold. Took another raft-ashore and left it. Broke out the fore hold and got out two casks of oil. At 5 the 3<sup>d</sup> Mate and two boat steers came off after the old man; something to pay.

Sept 2<sup>d</sup> 1854. Saturday.

Boat's crew called at 6 to go to market. Took a raft of 14 casks ashore and filled them before breakfast. Stowed down the pipes between decks, and some small casks in the main hatches. After dinner, the Starboard watch went ashore. At 5, the 3<sup>d</sup> Mate went gambling aboard the Mionipou, and left only two aboard; got drunk and did not come off till  $\frac{1}{2}$  past 10 - he then went ashore for the watch, who were to have come off at 9, but only found two, the rest having turned in.

Sept 3<sup>d</sup> 1854. Sunday.



All hands called at 6, and one boat-  
went to market, and another, after  
the rest of the watch. Brought off  
no more, but found that the Steu-  
ard, David Conger, George Joshua,  
George Cougair, & Thomas Goodrich  
had run. The Skipper raved, and  
came up to the fore-castle and took  
all their chests off. He then went  
ashore and set the Mowry's to search  
for them; offering a reward of  
50 pounds for the 5. As it was  
Sunday, no one went ashore, and  
no work was done. After dinner,  
John Armstrong, and the cook went  
ashore, and staid till 7. Some fel-  
lows came aboard from the big-  
and bark and staid all night.

Monday Sept 4<sup>th</sup> 1854.

All hands called at 6, and went  
to market. After breakfast, took a  
boat of 11 casks ashore and filled.  
Got them aboard about 11. Broke  
out some oil, and filled two bladders.

lowered them ashore, after dinner, and then got two loads of potatoes from a schooner. Some of the chaps went ashore, and got drunk, came aboard and had a fight.

<sup>and</sup> Tuesday, Sept 5<sup>th</sup> 1854.

All hands called, and went to market. Broke out the fore hold, and stowed down water. Stowed some pipes on the larboard side between decks. Saw a right whale pretty near the ship, about 5 P.M. lowered, but he went down, and it came dark so soon that we could not follow him.

Wednesday Sept 6<sup>th</sup> 1854.

All hands called, and went to market as usual. After breakfast took a raft ashore, filled it, and left it. Stowed down as many empty casks in the fore hold as we could, and cleared up the decks. The Mate came aboard, and had given a row with the Skipper. The Old Man told him that now he had

at him, he intended to keep him,  
and gave the Mate orders to keep him  
board. He also told him, that he was  
4<sup>th</sup> Mate in future. Came on to blow  
gale, and the ship chugged con-  
siderably. Brought the Skipper and  
several gentlemen, from the Lotus,  
board, about 4 and carried the  
gentlemen back about 9 P.M. could  
hardly get back to the ship.

Thursday Sept 7<sup>th</sup> 1867.

All hands called as usual. After  
breakfast, half of the ship's company  
went ashore with the Skipper,  
with permission to remain till nine  
P.M. Roamed about, from one shop to  
another; played a game of billiards  
some got drunk, as usual. Found the  
place very dull, with very few places  
of amusement. Shove aboard the  
ship, painted over the slate color.  
On Sat, we all came aboard  
The Mate and 4<sup>th</sup> Mate had a row,  
and dared each other to fight.







The Mate dared the 4<sup>th</sup> Mate to fight him with his fists; and the 4<sup>th</sup> Mate challenged him to fight with pistols. The Mate said that he had a family to support, and therefore could not run the risk of being shot.

Friday Sept 8<sup>th</sup> 1854.

After breakfast; the other half of the crew went ashore. Broke out some cod-fish. About 11, a boat came along side and said, that there was a whale behind the island. Sent the colors at the main peak, and went ashore after the fellows. Pulled down to the island, but could not find the whale; came aboard at 3 $\frac{1}{2}$  P.M. The watch went ashore again and part of them staid all night.

Bill Kinsdel got drunk, and d-d the 2<sup>d</sup> Mate, and would not come on deck. The Mate came forward and slapped his face for him, and then told him to go to his duty; but as he would not, was sauey, the 3<sup>d</sup> Mate pitched into him and gave him a thrashing.



Sunday Sept-9<sup>th</sup> 1854.

After breakfast, went to market, and  
brought the rest of the chaps aboard,  
went ashore in the rami, and got off  
the raft. After dinner, stowed the  
pipes between decks, and the casks  
in the main hold, and cleared the  
decks. The Water Witch came in with cattle

Sunday Sept 10<sup>th</sup> 1854.

All hands called at 6, to wash decks.  
After breakfast, half of the crew went  
ashore, but did not get any money.  
Went to an Episcopal Church. In the  
afternoon, fell in with some soldiers,  
and went roaming about the town.  
At dinner at a coffee house. Staid  
ashore all night.

Monday Sept 11<sup>th</sup> 1854.

Came aboard in the boat that went to  
market. Cleared up the decks, and  
rove the port cat-fall, and got ready  
for heaving short. Afterwards, the Old  
man, Mato, and half the crew went  
ashore. A fellow by the name of Bill

Palmer came aboard. About 3, five  
Mowry's came off with the Skipper  
to take a look at the ship. Sent a  
boat ashore for the watch, a part of  
whom came off.

Tuesday Sept-12<sup>th</sup> 1854.

All hands called at 6; cleared the deck  
and went to market. After breakfast  
the other half of the crew went ashore.  
Loafed, as usual, from one place to another.  
Weather, rainy and disagreeable.  
Got supper at the Wellington with  
Sam & Bill; were just going to turn  
in, when we walked the Skipper &  
told us it was quite time we were a-  
board, and, as there was no disputing  
him, off we went. Had a great time  
getting the chaps together, and  
finally had to go off, leaving old  
John & Yankee Bill ashore.

~~Wednesday~~ Sept-13<sup>th</sup> 1854.

All hands called at daylight to  
wash off decks. Jim and I went  
to market. Found Yankee Bill;

at, while we went to market, he gave  
the ship. The Mate and two boat-  
terers went ashore to search after the  
yellow. Obed came off from the Skip-  
per, not to allow anyone but the Mow-  
is to go ashore in the boats. The Mate  
came off about 4 without finding  
the chops. At 7 the Old Man came  
off in a shore boat. The Mate, Chips,  
Jim, & Sam stood watches. The boat-  
terers went off again after supper,  
and continued the search, but without  
success. Came aboard about 11, and  
then went off to a ball.

Thursday Sept 14<sup>th</sup> 1854.

At day light, all hands washed decks.  
After breakfast, Jim, Sam, & myself  
went ashore with the Mate. Got a  
couple of bottles of mustard. The  
Skipper had a row with Mr Bailey  
and told him, that he was bound to  
take him to sea. Bailey swore that  
he hoped hell would be his fate if he  
ever did any more work in the ship.



The Skipper came aboard about  
7 P.M. Some time in the evening, a-  
ring the Mate's watch, managed  
to leave the ship. It was, probably, a  
contrived plan betwixt the Mate's.

Friday Sept-15<sup>th</sup> 1854.

All hands called at day-light to  
heave-ahead. After breakfast, took  
the Skipper ashore and got a blank  
book and some other things for my-  
self. Brought off the Pilot, and, un-  
der his direction got underway. Stood  
down the harbor for a couple of miles  
laid the head yards aback and sent  
a boat for the Skipper. Came aboard  
about 1 P.M. and stood down to the  
straits with a free wind. Laid the  
head yards aback, and sent a boat  
ashore with the Pilot & Old Man.  
Came off about 4. and brought a-  
nother moway, making, in toto, 8  
mowies. Beaced forward and stood  
S.E. to clear the heads. At 12, stood N. to  
Starboard watch had 8 hours out.

Saturday Sept-16<sup>th</sup> 1854.

Everything goes on as usual; made  
oil, stood mast-heads. Cleared the  
cks. Hood W. C. ~~Fixed~~ the scuttle butt  
on a pipe on deck. At 3 pm down, doud  
uped the top sails, and took in the  
one of mizen top sails. Hood quarter  
votches. Most of the Mornis Sea sick.

Sunday Sept-17<sup>th</sup> 1854.

Made oil at 7. Had the morning  
atch on deck. As it was pretty rough  
did not stand mast-heads. Calmed  
down towards night; close uped the  
main top sails, and stood quarter  
votches.

Monday Sept-18<sup>th</sup> 1854.

All hands called at 6, to make sail and  
washed the decks. Had a row with the water  
because I could not catch the water any  
better. Copied some of my journal into the  
new book. Weather clear and cold. Course  
close to the wind. Doubt uped the top  
sails at sun-set. Painted the old waist-  
coat and fitted it with iron row-locks.

Monday, Sept 17<sup>th</sup> 1854.

Made sail at  $4\frac{1}{2}$  past 5 and the starboard watch stood the mast heads and wheels till 7 A.M. Raised eight whale porpoises, and took one. Bore out water. At sun set double reefed the top sails. Course close to the wind.

Tuesday, Sept 20<sup>th</sup> 1854.

Made sail at 5 and the larboard watch stood the mast heads and wheels till 7 P.M. Raised sperm whale porpoises, and took one. Raised a spout and kept off for it, proved hump-backs. Wind fair, Course N by E. at 5 took in the top sails.

Wednesday, Sept 21<sup>st</sup> 1854.

Leaving to in a gale.

Thursday, Sept 22<sup>nd</sup> 1854.

Made sail at 7. Stood N in the morning and run in close to land. In the afternoon put her on the other tack. About 4, put her off before the wind, so as to feel the job. At sundown close reefed the top sails.

Friday, Sept 23<sup>rd</sup> 1854.

About 4, in my watch on deck, a



my heavy squall came up, and hauled  
Doff from S. S. W. to S. E. Called all hands  
and clewed up the fore & main top sails  
and fore sail. The fore top sail split  
the foot for about a fathom. The  
old man went up to help furl the fore  
top sail. It took us nearly two hours to  
be in the sail. Hauled out the open-  
ing. Lay to all day -  
Sunday Sept 24<sup>th</sup> 1854.

Made sail at 6 A.M. Weather, pretty  
fresh and rough. Saw some hump backs.  
Sent down the fore top sail, and sent up  
another one. Raised the layed about  
7 P.M. Carried sail all night, and stood  
watch.

Monday Sept 25<sup>th</sup> 1854.

This morning, about 9, carried away  
the jib. Entered the mouth of the  
traits and got almost opposite to Mel-  
lington Bay, when it came on to blow  
a perfect gale. Went up to reef the  
main top sail, and while laying  
out on the yard the sail filled & off.

the yard and would have pitched me  
over board if a fellow had not caught  
hold of me. It took us more than an  
hour to close reef it, took in everything,  
but the main top sail hauled out the  
spencers, and laid the ship to. At 12  
all hands were called to take in the  
top sail. It was the hardest blow we  
have had since leaving the gulf. At  
5 it calmed down a little, and we set  
the top sail again. Were ship at N.P.M.  
Tuesday Sept 26<sup>th</sup> 1854.

Made sail at 6, and stood in again  
for the Bay, which we entered about 11.  
Lowered a boat and took the Skipper  
in to the Pilot. He heard there, that the  
officer who left our ship, had killed a  
whale in our absence, and that 5 of  
our fellows were in jail. Came aboard  
in high spirits, braced forward and  
run up till within 2 miles of the town.  
Dropped our smallest anchor, furled  
the sails, and took the Skipper ashore,  
four of us being a picked crew.

When we landed, we found that only two  
of our fellows had been taken, and that  
they had both broken out of jail. The  
Skipper's face lengthened considerably.  
Went the time till 6 - in rooming about,  
and then came aboard. We found that  
the reports of killing a whale, were true.  
Wednesday Sept 27<sup>th</sup> 1854.

All hands called at 6, to clean the  
decks. After breakfast, the 2<sup>d</sup> Mate, 3<sup>d</sup> Mate,  
Lem, Jack, and myself took the Skip-  
per ashore. Got a half crown apiece, as lib-  
erty money. Bought 10 lbs of sugar and  
one pepper. All hands got pretty mer-  
ry. Shipped two more white chaps,  
tailors men. Saw Mr Bailey. There were  
a good many bottles of liquor carried  
off to the ship, and a good many  
hot drinks. Went aboard about 3, with  
out the Skipper, who came off in a  
shore boat, about 8. The boat steers round  
the watches.

Thursday Sept 28<sup>th</sup> 1854.

It is blowing very heavy to day. The



Old man went ashore in a shore boat. Had plenty of rum brought off. No one got a shore.

Friday Sept 29<sup>th</sup> 1854.

After breakfast, the Old man went off in a shore boat. We were soon called to heave short, which we did, and soon after got under way. The Skipper off in a short time, and we run out to the mouth of the bay; hove the fore yard aback, and went ashore after some milk. The Boat came off in about  $\frac{1}{2}$  hour, haced forward, and stood out of the shoals with a free wind. Larboard watch had 8 hours out.

Saturday Sept 30<sup>th</sup> 1854.

Copied from my journal. Stowed away the cables, and cleared the decks. Chips is building the daint for the bow boat. Strong Bruce from the N.W. Middle gatch, double reefed the top sails, furlled the main sail and jib.

Sunday Sept 31<sup>st</sup> 1854.

Loosed the main sail and jib. Bruce strong and free. Course N.E. by N. Nothing occurred. Hooks the reefs out of the main sail

ruined sail all night, and stood  $\frac{1}{2}$  watches  
Monday Oct 2<sup>d</sup> 1854.

Clear strong all day, nothing unusual.  
Tuesday Oct 3<sup>d</sup> 1854.

Broke out water from between decks. Course  
N. E. wind fair. At 7 put her under reefs.

Wednesday Oct 4<sup>th</sup> 1854.

Shook a reef out of the main top sail. Wind  
directly off, Course N. & E. Weather cold and  
squally. Sent in the jib pendant to, second  
team. Made new oys of the lanyard stuff  
and but them. There was nothing else  
to do, and there is scarcely anything  
to write about. Raised some hump backs  
as usual. Also reefed the fore and main  
sails, and fueled the st., in the  
last night watch.

Thursday Oct 5<sup>th</sup> 1854. Long 176° W. Lat 36° S.

Raised right whale and kept off  
for them, but as they were going very  
close to windward we did not follow.  
Course N. & E. Turned up the water boat  
and painted the bottom green. The  
old man is getting his boat ready to



lower, and chips is making the darts.  
At sunset, we took in the fore & main  
top sails & jib, and stood boat's crew  
watches, dividing the time between 4  
boats.

Friday, Oct 6<sup>th</sup> / 1854.

All hands were called at 5 to make  
sail and clear the decks. Got up some  
old junk, and set all hands to ma-  
king Dimmett and Spun Yarn. Just af-  
ter dinner, raised right whale on the  
weather bow. Laid the main yard a-  
back, lowered and pulled for them. The  
Old Man went in the starboard boat, leav-  
ing Chips as ship keeper. The whale went  
to windward, and the 3<sup>rd</sup> boat got quite  
near them, but they were going too fast  
to strike them. Chips kept the ship to  
leeward a long way. The boats got aboard  
about 5. The Skipper was saving because  
Chips did not wear round, and a 1/2  
min up hill and down. Took in the  
top sails at sunset. Raised a sail two  
times on the weather bow.



at 5 A.M. made sail all hands rigging  
boats.

Sat Oct 7<sup>th</sup> 54 L

12 P.M. course E by S nothing in sight  
6 P.M. reefed top sails, took in main sail  
and gib. fast 11 hours towing 5 A.M. raised  
right whales two miles distant. To leeward  
going to dead to windward lowered the  
boats and chased them about nine miles  
but did not strike got alongside 11 A.M.  
Sunday Oct 8<sup>th</sup> 54 L

This P.M. saw several whales mostly finbacks  
at 4 P.M. commenced to rain put her under  
double reefed main top sail and fore sail  
and let her sweat till five this P.M. set  
top sails courses gib. saw finbacks going  
to leeward steering N by E fitted ~~also~~ new  
main top sail lace blocks rest of the  
watch making spur yarn

Monday Oct 9<sup>th</sup> L

12 P.M. watch in the rigging nothing in  
sight shortened sail at 4 P.M. made  
sail broke out water and provisions  
the old man rigging his boat

weather moderate

Tuesday Oct 10<sup>th</sup> L 35.16 b 163.50 &

twelve P.M. Steering N E by E wind to  
land board at six P.M. double reefed top  
sails at five A.M. made sail, calm  
lowered fir whales did not strike  
Wednesday 11<sup>th</sup> L

this P.M. making spun yarn and rigg  
ing bow boat at four raised whales  
did not lower at six put her under  
double reefed top sails at five A.M.  
turned the reefes out top sail set  
main sail main top gallant sail and gill  
saw whales fitted two flemish horses  
for the mizen top sail yard.

Thursday 12<sup>th</sup> L

wind N E Steering on the wind E by S  
watch below 4 P.M. watch on deck  
shortened sail at 7 P.M. made sail  
at 5 A.M. 7 A watch below the watch  
are cleaning whaling craft.

Friday 13<sup>th</sup> Oct. L

12 P.M. making paunch matts and  
sinette wind N heading E N E.

trsi 10m double reefed top sails furled  
main sail; gale at five AM made sail  
watch making matters rigorous  
steering on wind N E

Saturday Oct 13 12 P.M. Lat 36.5 L 163.50 E  
watch below the watch launched the old  
mans boat weather cold nothing in sight  
at shortened sail five AM made sail  
strong breeze from NW heading N

Sunday Oct 14 <sup>54</sup> 12 P.M. S  
weather cold at six shortened sail  
at 5 AM made sail steering N.

Monday 15 <sup>54</sup> 12 P.M.  
steering S E the watch are working  
at the rigging cap and chips are men-  
ding a old boat at six PM put her  
under double reefed main top sail and  
fore sail last twelve hours squally fine  
Am loosed fore top sail set it watch  
below.

Tuesday 16 <sup>54</sup> 12 P.M. L  
Wind N W steering N E strong breeze  
1 PM wind N steering S. E. 3 p gale  
wind from W hove to under close



reefed main top sail and fore top  
mast stay sail. hoisted the boats on  
the upper cranes about 12 P. M. began  
to calm down at 6 P. M. double reefed fore  
and mizen top sail and set them wind  
~~shattered~~ I close hauled heading S E  
this fore noon making matts & sent the  
Wednesday Oct 18<sup>th</sup> L

12<sup>th</sup> M  
watch below the old man and chips  
are repairing boat, rough sea, wind  
moderate, saw a whale heading to wind  
and head out, at 6 P. M. put her under  
double reefed main top sail and fore  
sail wind S and at 10 P. M. put  
her under double reefed top sails  
heavy squalls from W, close hauled  
heading S W by S.

Thursday Oct 19, <sup>54</sup> L

1 P. M. heavy squalls with rain from  
S W. took in fore and mizen top sails,  
weather cold, at 5 P. M. made ship & took  
two stinkers. the Moaries eat them  
supper on larboard tack heading  
W by N 5 P. M. still heave under

double reefed top sails and courses  
the old man and chips are work-  
ing at the boat the rest of the watch  
except those who have wheels, and  
mast heads, are playing the gentlemen.  
Friday Oct 20, <sup>54</sup> Lat

12 P.M. watch below, wind S.W. close  
hailed, larboard back, weather cold  
11 P.M. wind shifted to W. 6 A.M. shook one  
reef out main top sail set the gill  
watch below, larboard watch are heating  
up water

Saturday Oct 21 <sup>54</sup> Lat  
1 1/2 P.M. I watch on deck, tacked ship  
set, spanker wind W. heads S.W. by S  
pleasant, 4 A.M. wind N.W. heads W. S.W.  
set main top gallant sail 1/2 strong  
breeze from N.W. set fore top gallant  
sail. Morning, S.W. by W. saw a spout  
Sunday, Oct 22, <sup>54</sup> Lat

12 P.M. watch below 4 bells heaving up  
took in fore and main top gallant  
sails wind N.W. by W. heads S.W.

4 P.M. blowing a regular breeze from  
N 10 $\frac{1}{2}$  P.M. took in main sail mizen  
top sail, <sup>and</sup> gib, closed reefed fore and  
main top sails. 4 All heavy rain  
devel of a sea on lashed the boats  
to the davy heads, 5 A.M. light breeze  
from N.W. with rain close hauled  
on Harbord tack 7 M watch below  
Monday 23<sup>rd</sup> Lat.

12 P.M. lashed ship wind S.W. close hauled  
heads W. by S. 5 set gib and spanker saw  
a spout on weather quarter about 4 miles  
distant 4 A.M. calm 7 breezed up  
with squalls from S.W. broke out  
corn

Tuesday 24<sup>th</sup> Lat 35.35 S.

12 P.M. squall from S.W. steering W. by S.  
5 P.M. moderate gale double reefed top  
sails stowed gib 11 P.M. following a  
whole gale hauled the main sail,  
and fore and mizen top sails con-  
siderable lightning during the middle  
watch cooling down shook one reef  
out from ~~main~~ top sail. corn & ~~late~~ fore











